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China Mail

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Local Branch, Pedder Bldg. Tel. 24554.

No. 27,789

HONG KONG, WEDNESDAY, MAY 6, 1931.

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EMPRESS OF RUSSIA CRIME.

Was the Prisoner
Insane?

"GUILTY" PLEA REVERSED.

Considerable discussion as to the actual state of mind of a prisoner accused of murder arose this morning at the Assizes, when Marine Gonzales Correa was arraigned for the killing of John Harrison, on the R.M.S. Empress of Russia, on the high seas between Hong Kong and Manila on February 24.

Mr. Somerset Fitzroy, instructed by Mr. Whyte-Smith, appeared for the Crown, Mr. Leo d'Almada, Junr., instructed by Mr. M. K. Lo, being for the defence.

In response to the usual question, Correa, through his interpreter, pleaded "Guilty." Mr. d'Almada at once informed the Chief Justice, (Sir J. H. Kemp), that should the plea be accepted, he would have no option but to petition the Governor-in-Council.

"Certainly Insane." Mr. Fitzroy said that prisoner had been under the observation of Dr. Griffiths from the time he had come back to the Colony under arraignment. His views were that prisoner, from a medical standpoint, was insane. The doctor would certainly certify him as being so. Prisoner had made a statement that "due to the state of my condition, I did the murder." That, counsel contended, amounted to a plea of "Guilty, but Insane." The verdict, in any case, must be one of Guilty.

His Lordship raised the question of whether prisoner was insane at the time of the crime, to which Mr. Fitzroy replied that such was the Crown's position. It was a matter for His Lordship to be satisfied upon.

Lucid Intervals. His Lordship was of opinion that a jury might be empanelled to decide whether prisoner was in a fit condition at the moment to take his trial, and consulted counsel for defence upon the point. Mr. d'Almada was of opinion that Correa was fit to stand trial. There was evidence for the defence that he was in fact insane, but he thought it was a case where the man had lucid moments, and quite lengthy lucid intervals.

After further discussion, His Lordship decided to direct that a plea of "Not Guilty," be entered, and the jury was empanelled. Mr. E. R. Childs was chosen as foreman, the other members being Messrs. A. Brostedt, S. A. Lopes, F. S. Smith, Stephen Kwong Luk-tsang, H. McKechnie, and Mak Sui-kai.

Mysterious Affair. Mr. Fitzroy, opening the case for the Crown, said that prisoner was a third class passenger on the ship, which was bound for Manila, from Hong Kong. Mr. Harrison, who was a plumber employed abroad, was on the "C" deck, which was an "airing space" for steerage passengers, at about 8 p.m. on the night in question.

Several people were playing fan-tan, and Mr. Harrison, it would appear, was watching the game. There were no actual eye-witnesses as to what actually happened subsequently. But suddenly, and the first thing realised by those present, a shot was fired, which appeared to have struck some portion of the ship's superstructure, ricocheted, and then hit the man running the bank in the forehead.

The man fell forward over the table, and then a general stampede seemed to have ensued. There were two ladders leading down to the "C" deck, and the next thing known was that a shot was heard by people on the deck above. They included the Master-at-Arms, the Staff Captain, and others. They descended the ladder to the direction of the sound. In the meantime, other shots were heard. Under the circumstances, it was deemed advisable to go to the bridge, where arms were served out, and a party despatched to investigate.

Crime Admitted? Mr. Harrison was discovered lying on the deck, alive, but dangerously wounded. A little later, prisoner, apparently approached one of the ladders, saying "Do you want me?" He threw something up

GERMAN SHIPPERS' ENTERPRISE.

3rd Class Passengers
for Far East.

LURING THE TOURIST.

Berlin, Yesterday. Germany's fastest steamers, the North German Lloyd liners Bremen, Europa and Columbus, will henceforth be available for third-class passengers voyaging to the Far East via North America and vice versa at a reduced through ticket rates, a privilege hitherto accorded only first and second class passengers. The Company thus hopes to attract numbers of tourists, especially business men, whose time is limited. The run from the Pacific coast of America and vice versa will be made in United States, Canadian and Japanese liners.—Reuter.

wards, which fell down to the deck below. The impression left was that it was the revolver that was used by him to fire the shots. The revolver was later recovered from him, and handed over to the Staff Captain.

Mr. Harrison, immediately after being found wounded, was removed, and the doctor called. The victim had been shot through the lower angle of the left jaw, the bullet passing in an upward direction through the top of the head. The bullet had not been recovered.

Prisoner was taken before the Staff Captain, and said he had committed the crime. "Mind Condition." Mr. Harrison's wound proved fatal, and he was buried in Manila. The prisoner was brought back to Hong Kong, where he was charged. He then made a statement saying that "due to the state of my mind condition," he committed the murder. Prisoner was a student of a college in California, and understood, it was considered, what he was saying in English. In fact, after the statement had been read over to him, he confirmed it, after making an alteration. He also added the words, "I did murder Harrison."

Corroborative evidence was then taken from employees of the ship, and Inspector Elston gave evidence as to taking over the revolver. Evidence was also read which had been tendered at the preliminary hearing in the Police Court.

Staff Captain's Evidence. The next witness called was Captain Herbert James, Staff Captain of the Empress of Russia, who in reply to Mr. Fitzroy said that Dr. Graham had left the liner at Vancouver and witness had no idea as to his whereabouts at present.

Witness went on to give a detailed narrative of the shooting episode, and stated that when he saw Harrison (deceased) he was lying on his back on the deck. At the same time witness saw accused run across to the starboard side of the deck, and shout some words which witness thought to be "Are you looking for me?"

After the Filipino steerage passengers had been mustered, accused who was handcuffed, was asked by witness if he (accused) was the man who did the shooting, and accused replied, in plain English "Yes, I shot two men." Witness asked him his reason, and accused answered, "I don't know. My head seemed to go black." Witness used no threats towards accused, and he visited him twice before reaching Manila, but did not say anything to accused.

In reply to counsel for the defence, witness said that deceased was a man not likely at all to get into any rows or trouble. He did not exercise any advantage over the steerage passengers in his capacity as a member of the liner's crew.

Mr. D'Almada—Did you form the opinion that prisoner must have run amok?

Capt. James—I can hardly say that.

Witness replied further that the conversation he had with accused was done after the pandemonium had quieted down. The evidence of Dr. M. J. D. Graham, M.D. (London) was read to the Jury by Mr. R. H. W. Maynard.

After Mr. Kenneth McNaughton, electrician of the C.P.R. Company had given evidence of a corroborative nature, the hearing was adjourned to this afternoon.

SEARCH FOR LOST EXPLORER.

British Airman to Assist
in Rescue.

MAJOR F. S. COTTON.

Rugby, Yesterday. One of the most experienced of Arctic Aviators, Major F. S. Cotton, left England to-day for Reykjavik, Iceland, to assist, if necessary, in succouring Mr. Augustine Courtauld, who remained alone on Greenland ice-cap. He is accompanied by Lieutenant L. K. Burnes, lent by the Air Ministry as relief pilot, and I. C. K. Bond, Wireless Operator, and is taking a monoplane equipped for Arctic work. Major Cotton will attempt to reach Mr. Courtauld, should the effort being made by Captain Ahrenberg fail. Within the past week preparations which would normally take four months have been completed to equip this supplementary expedition.

Major Cotton has done much flying in Labrador and flew over 15,000 miles backwards and forwards over Newfoundland when searching for the missing French Atlantic airmen.—British Wireless Service.

SCHNEIDER TROPHY WINNER INJURED

Jump From 'Plane in
Parachute.

MACHINE OUT OF CONTROL.

Rugby, Yesterday. Flight Lieutenant Waghorn, the famous winner of the Schneider Trophy, and a civilian observer named Alexander were seriously injured in a parachute landing at Farnborough, Hants, to-day. Their machine, an experimental Zumber, was flying at 2,000 feet when it entered a spin and apparently got out of control. Lieut. Waghorn and his companion jumped out with parachutes when the machine was close to the ground. The machine crashed at a great speed some distance away and was completely wrecked. Lieut. Waghorn sustained a fractured thigh and ankle and head injuries and was under-going an operation to-night.—British Wireless Service.

SUGAR CRISIS.

SUSPENSION OF JAMAICA'S
CONTRIBUTION.

Rugby, Yesterday. It was stated in the House of Commons to-day that in view of the existing crisis in the sugar industry His Majesty's Government had agreed to the suspension for 1931-32 of the Annual War Contribution of £50,000 paid by Jamaica.—British Wireless Service.

CHEUNGCHAU NOTES

EXTRA EVENING TRIP BY
FERRY SERVICE.

(From Our Own Correspondent.)

Cheung Chau, Yesterday. All intending visitors should note that the full ferry service to and from Hong Kong is now running the extra evening trip, which started from May 1, leaving Cheung Chau each evening at 8.45 and returning from Hong Kong 7.45 p.m. The road gang also began putting the paths in good shape for the summer and their work had an early testing on Saturday, when a heavy downpour took place shortly after the arrival of the afternoon ferry. Some of the visitors barely reached shelter before the storm broke.

Further cement work on the path leading from the village to the Police Station also had a testing, as it had not set properly.

The big theatre match is partly dismantled. The vegetarians will be the next in the field with their new annual show.

Meetings are still continued on the Harbour mission boat, moored alongside the old pier.

PROTEST BY BROKERS

DRAMATIC SCENE
IN EXCHANGE.

COTTON CRISIS.

INDIA AND THE

BOYCOTT.

London, Yesterday.

There was a remarkable and dramatic scene on the floor of the Manchester Royal Exchange to-day, when 8,000 members assembled for the purpose of recording, by special permission of the Directors, Lancashire's protest against the Indian boycott and the increased import duties on cotton goods.

The resolution, which was unanimously adopted, urged the Government to use the utmost endeavours to procure a remedy. A counterblast to the above was provided at Bombay, where Mody, Chairman of the Mill-owners' Association, who was a member of the Round Table Con-

FINE TO CLOUDY.

To-day's weather report from the Royal Observatory states:—

The anti-cyclone is central to the S.W. of Tokyo.

A depression remains over Indo-China.

Forecast:—E. winds; moderate; fine to cloudy.

Rainfall. Rainfall for 24 hours ended at 10 a.m. to-day—nil. Rainfall since January 1—13.78 inches against an average of 13.10 inches—surplus 1.68 inches.

Temperature. The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	75
Maao	76
Pratas Island	81
Manila	76
Poochow	72
Chefoo	58
Shanghai	68

ference, interviewed, declared that Lancashire stood in need of clear thinking. He emphasised the effect of India's reduced purchasing power and reminded Lancashire that India would not surrender the right to use the tariff as necessary, also that the movement in favour of Indian made cloth would be permanent.

He said that Lancashire's plea of goodwill and fair dealing would find a ready response with many Indian business men, but political pressure was powerless to effect the sale of Lancashire goods, just as a political boycott was powerless to circumvent economic laws.—Reuter.

CANTON COUP.

ANXIETY FELT IN BUSINESS
CIRCLES.

NEXT MOVE FOR CANTON.

Canton, Yesterday. Outside of the movements of troops, who are seen marching along the principal thoroughfares, there is little to indicate that Canton has embarked upon a state of open defiance of Marshal Chiang Kai-shek, the outcome of which must be left on the laps of the gods. Unlike any past demonstrations against unpopular leaders, there is a singular absence of cartoons and censorious slogans, which are usually slung across the main streets.

Nevertheless, there is a feeling of anxiety among business circles as to what steps Nanking will take vis-a-vis Canton. So far the provinces which are supposed to be in league with Canton have not yet publicly thrown in their lot with the Cantonese leaders, although it is learned from official circles that at the proper time they will declare their sympathy and approval of Canton's action.—Canton News Agency.

MISSION WORK IN THE ORIENT.

Archbishop on Trials
of Life.

VOLUNTEERS NOT LACKING.

London, Yesterday.

There are some places in the world where the strain on missionaries is extremely great and difficult. China and India are particular examples," said the Archbishop of Canterbury, presiding over the Church Missionary Society gathering at the Albert Hall to-day.

The difficulties of the work in China were partly due to the anti-God enthusiasm of Moscow, and partly to internal wars. It was small wonder that Missionaries found difficulty in carrying on, but there would be no shortage of volunteers to take up the work.—Reuter.

POWDER EXPLODES IN FORT.

Seven of the Guards
Injured.

PREMISES DAMAGED.

Canton, Yesterday. A terrific explosion resembling the sound of a thunder clap was heard this morning about 7 o'clock. Inquiry at the Police H.Q. elicited the fact that the gunpowder stored at the Chung Lau Tai Chu Fort, situated below Tung-shan on the left bank of the river towards Whampoa, exploded, sending up a volume of black smoke that was observable in the city.

Much damage to the premises resulted, and seven of the guards were seriously injured and subsequently rushed to the military hospital. No explanation could be given for the explosion, but investigation has been started to find out the cause.—Canton News Agency.

FATAL HESITATION.

LITTLE GIRL KNOCKED
DOWN BY 'BUS.

Another fatal accident was reported from Kowloon yesterday, the victim being a Chinese girl. A motor bus belonging to the Kowloon Motor Bus Company was proceeding in the direction of Mongkok down Shanghai Street, and when near the stopping place at Shekling Street a Chinese lady and two children started to cross the road. The lady and one child crossed safely but the girl, who was in the rear, hesitated, ran back, and was knocked down by the vehicle.

SHIPPING PARLEY.

HARBOUR MASTER LEAVES
FOR SIMLA.

The Hon. Comdr. G. F. Hole, R.N. (retired), Harbour Master, accompanied by Mr. W. O. Lambert, First Assistant Government Marine Surveyor, and Mr. G. Swan, Assistant Government Marine Surveyor, left the Colony on the s.s. Takada this morning. They form the delegation from Hong Kong to the Round Table Shipping Conference which is to be held in Simla this month.

H.M.S. CORNWALL.

ARRIVAL THIS MORNING
FROM HOME.

H.M.S. Cornwall arrived in harbour at 7 o'clock this morning from England, where she was recommissioned for a further period of service on the China Station. Many "old hands" of the Cornwall have been recommissioned with the ship.

MOB ATTACKS DRIVER.

Whilst proceeding along Morrison Street yesterday morning, a motor lorry knocked over a youth, named Chan Yuen (16) of 127 Jervois Street, causing injuries to his leg and shock. He was taken to the Government Civil Hospital for treatment.

After the mishap, the driver of the lorry, Eo Yu, was set upon by a mob of Chinese people and assaulted. One of the participants has been arrested, and enquiries are being made.

RATES REVISION IN THE COLONY.

Ordinance Affecting
Tenements.

17 PER CENT. TAX PROPOSED.

At to-morrow's meeting of the Legislative Council the Colonial Secretary is to introduce a motion with regard to the percentage payable as rates "on any tenement assessed."

The proposal reads that "on and from the date fixed by His Excellency the Governor for the coming into the effect of this resolution, the following percentage shall be payable as rates, namely for any tenement assessed, 17 per cent."

Further provisions are that the rate shall be only 16 per cent. in the case of any tenement for the water supply of which from the Government waterworks the only provision made is a supply of unfiltered water. Where no provision is made for any supply of water from such waterworks the rate is further reduced to 15 per cent. Provision is considered to be made for a tenement, although it has not connection with the Government watermain or waterworks, if such tenement is situated within 200 yards from a Government watermain.

Uniform Rate? The effect of this revision, it seems, is that the percentage payable for rates will become uniform practically throughout the Colony. Up to the present this has not been so, assessed rates in the City of Victoria, for example, being 17 per cent., in Wong Nei-chong, Kwat Chun Lung, Ma Tau Wei, and Kowloon City 13 per cent., in Stanley 12 1/2 per cent., with various other differences according to districts.

The actual assessment of tenement property value, is, of course, made yearly, and the present motion will merely affect the amount payable as rates on the existing assessments. The decision, it may be presumed, has been arrived at with a view to equalising the incidence of taxation by rates, and may be considered a logical outcome of the continued development of outlying parts of the Colony.

MR. SWEETLOVE.

WARDER'S LEG AMPUTATED
IN HOSPITAL.

RESULT OF CYCLE SMASH.

Friends of Mr. H. G. Sweetlove, a warder of the Laichikok Prison, will regret to learn that he had a leg amputated in the Kowloon Hospital yesterday as the result of injuries received in a motor accident on March 28.

At the time of the mishap, Mr. Sweetlove was riding on a motor cycle with Mr. F. T. Winterton, another Laichikok Prison warder. Mr. Sweetlove was driving the cycle and Mr. Winterton was riding pillion, and they were proceeding along the Castle Peak Road towards Kowloon.

The cycle proceeded for some distance behind a motor lorry until the Precious Blood Convent, when the lorry turned into a side street. Apparently, Mr. Sweetlove did not anticipate this move and was unable to avoid a crash, the cycle hitting the side of the lorry.

Mr. Sweetlove sustained compound fracture of a knee, whilst Mr. Winterton escaped injury.

Quite a young man, (he was born in 1904), Mr. Sweetlove, who will now have to be Invalided Home, joined the Prison Department as a warder on March 16, 1929, and during the two years of service which he had put in here he rapidly made friends both among his colleagues and other residents, all of whom will sympathise with him in his misfortune.

A very fit young man, Mr. Sweetlove, is known as

TRAGIC AEROPLANE DISASTER.

Airmen Fly in the Teeth
of a Hurricane.

TERRIBLY MUTILATED.

Van Reenen, Natal, Yesterday. The bodies of Commander Glen Kidston and Mr. T. A. Gladstone were frightfully mutilated. They were apparently flying in the teeth of a hurricane through dense dust clouds and were unable to avoid the peaks of the Drakensberg Mountain suddenly looming up ahead.—Reuter.

Sudden Gale.

Rugby, Yesterday. It is reported from South Africa that Flight Commander Glen Kidston and Captain T. A. Gladstone were killed to-day when their aeroplane crashed during a violent dust storm at Van Reenen, Natal. The airmen had left Johannesburg in the morning on an air tour of the Union. A local storekeeper saw the machine crash in a sudden gale and found Kidston's visiting card on one of the bodies. His identity was afterwards confirmed by the Police.

Only five weeks ago Commander Kidston flew from Britain to Cape Town in the record time of six and half days. In the Navy during the War and since as a racing motorist and aviator he had many remarkable escapes. Two years ago he was the sole survivor of the German Air Liner's crash near Caterham.

Captain Gladstone, formerly of the Royal Naval Air Service, had done much to develop flying in Central Africa. He was unmarried. Commander Kidston, who was 31, leaves a wife and child.—British Wireless Service.

Early Cable.

Cape Town, Yesterday. It is reported from Van Reenen, in Natal, that an aeroplane in which Commander Glen Kidston and T. A. Gladstone were flying has crashed, both being killed.

The report of Comdr. Glen Kidston's death was received from a storekeeper at Mauba, sixteen miles from Van Reenen, who told the magistrate at Van Reenen that he had seen a plane crash near his station. He rushed to the spot and found two occupants of the plane killed. He found a visiting card on one body, marked "Lieut. Commander Glen Kidston."

A gale was blowing, raising clouds of dust and rendering visibility bad in the mountainous country where the plane crashed.

The bodies were left in charge of a European, pending the arrival of the district surgeon and magistrate.—Reuter.

FUEL RESEARCH.

ASSISTANCE BY BRITISH
GOVERNMENT.

SMOKELESS COAL.

Rugby, Yesterday. In the House of Commons to-day, the Mines Secretary, Mr. T. Shinwell, said that he had consulted with the Department of Scientific and Industrial Research on the best way the Government could assist the development of low temperature carbonisation and other processes for the scientific treatment of coal.

Substantial progress had been made in the last four years and certain processes were being operated on a commercial scale. Effective help would be given by the Government, first in experiments for the purpose of improving by refining a value of tar oil by-product of low temperature carbonisation, and secondly by inducing a wider use in the Government service of smokeless fuel.

He was considering what could be done to increase the use of pulverised fuel, especially for marine purposes. Important research had been carried out at the fuel research station and would continue.—British Wireless Service.

A good sportsman and a promising amateur boxer, who was always to be found on the programme of the boxing tournaments between the Police and Warders, in which many learned to respect him as an opponent.



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HAUSAN MARU	Saturday, 30th May.
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KITANO MARU	Saturday, 23rd May.
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CALCUTTA via Singapore, Penang & Rangoon.	
NAGATO MARU	Saturday, 9th May.
RANGOON MARU	Friday, 15th May.
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LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	London Maru	Tues.	26th May
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Rio de Janeiro Maru	Sun.	24th May
BOMBAY via Singapore, Belawan Deli & Colombo.	Colombo Maru	Tues.	19th May
	Shunka Maru	Sun.	24th May
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & NOMBASA via Singapore & Colombo.	Chicago Maru	Fri.	5th June
MELBOURNE via Manila Brisbane & Sydney.	Melbourne Maru	Wed.	6th May
	Sydney Maru	Fri.	5th June
CALCUTTA via Singapore & Rangoon.	Honolulu Maru	Mon.	18th May
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Arizona Maru (From Kobe)	Sat.	23rd May
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kinai Maru	Mon.	1st June
JAPAN PORTS (Freight Service).	Madras Maru	Thurs.	7th May
HAIPHONG via Hoikow & Pakhoi (Fortnightly).	Menado Maru	Thurs.	14th May
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Canton Maru	Sun.	10th May
	Hozan Maru	Sun.	17th May
TAKAO via Swatow & Amoy (Fortnightly).	Deli Maru	Thurs.	21st May

For further particulars please apply to—
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KEEN COMPETITION.

THE SPEED CRAZE AND THE NAVY.

In days when the last extremity of speed, almost regardless of sacrifice, of effort and cost, has become a god before whom all men with any pretensions to wisdom are expected to bow, it is inviting derision to question its economic advantage in the world of transport or, what in the Navy is analogous to economic advantage, its fighting value in men-of-war, writes Captain Bernard Acworth, R.N. (Ret.), in the Morning Post.

But if every professional man continues indefinitely to shun derision and to bow to popular clamour in these disjointed times we shall assuredly see our country collapse under the strain of its homage to a false god. For such, in the opinion of many progressively-minded men, is this modernist speed craze.

In the commercial and industrial world it has passed into common currency that speed is the governing, if not the decisive, factor in commercial prosperity, though it would have been thought that the present deplorable state of industry, with the growing clamour for, and need of, subsidy, on sea, on land and in the air, was sufficiently alarming to make us pause and reconsider whether speed, beyond a certain point, was economically profitable.

It is the speed craze in men-of-war, however, which it is desired to examine very briefly, for it is the last extremity in speed, above all else, that has converted British ships from bulldogs into greyhounds. Extreme speed has reduced their fighting qualities to the vanishing point, banished British coal from the Navy, and raised the cost of the Fleet to a figure which Britain can no longer stomach.

It may be admitted at once that an extra knot or so in speed may occasionally have its advantages, though the occasions requiring the use of full speed in men-of-war are rare. It need hardly be said that if the last extremity of speed could be had for little more than the asking it would be foolish to forgo it. In reality, however, speed is a most costly feature and can only be obtained in its present extreme form at great sacrifices in more valuable characteristics.

It is that last knot or two that calls for the recent great increases of horse-power, and these last knots, rarely of any strategic or tactical advantage, seldom enable an unwilling opponent to be brought to action, as the late war so abundantly proved.

The circumstances of the battle of the Falkland Islands were in all respects exceptional, the disparity in gun-power between the opposing ships being overwhelming. Let us consider, very briefly,

the outstanding activities that should dominate a naval campaign.

Taking first the main function of the Navy, a decisive fleet action: high speed in the British battle fleet is clearly not essential because, in a sound plan, the enemy will be compelled to face and overcome our battle fleet if he is to escape that stranglehold on his general sea activities which hinges upon his opponent's battle fleet.

Superior speed in the enemy's battleships can thus only be employed to hasten that decisive action which we, above all else, desire. To win the action—the enemy's only hope of escape from impotency at sea—he must remain within fighting-range of our own slightly slower fleet, which has gained in fighting and resisting power what the enemy has sacrificed for an extra or two in speed. The tactical advantage of higher speed is apparent only, because it can be countered by manoeuvre by the slower fleet.

So with the advanced cruiser lines which screen the two battle fleets. The extra speed of the enemy's cruisers merely hastens the clash of the opposing and converging cruiser lines, at his cost instead of at ours, the slower and more heavily armed and armoured vessels again countering the faster and weaker ships by helm, operating on interior lines.

Pending the decisive fleet action, when the defence of convoys and blockades, are the primary functions of cruisers, it is self-evident that high speed is the least of the requirements in our ships. It is the business of our cruisers to stand by the convoys and to shepherd them into harbour, a function for which they need a speed high relatively to the convoys and not to the oncoming enemy "greyhound," which is rushing to destruction.

For blockade purposes our cruisers need to be powerful fighting vessels, capable of sustaining and overcoming the onslaught of enemy cruisers attempting to raise the blockade. An extremely high speed could only be needed in such operations for running away, or avoiding action.

It is true that an extra knot or two may, on rare occasions, be of decisive value in "tip and run" warfare, but of such a form of warfare two things should be said. It implies a strategical outlook that does not put decisive action in the forefront of policy, and it should therefore be eschewed. In the second place, as the war constantly proved, the faster ships seldom "catch" the slower because, among many reasons, the faster ships seldom have steam for full speed at the moment it is required. Night, or poor visibility, intervenes, and the slower ships escape.

Our heavy ships were faster than the German, and yet they raided us, sallied from their ports, punished us and escaped. And here I would emphasise that the alternative to the highest speed that can be squeezed into a limited hull is not reaction to a crawl. That great company of naval officers who criticise the tendency to excess in modernist material are no more in favour of bows and arrows, oared triremes and muzzle-loading galleys than are their brother officers and friends of Lord Fisher's school of thought.

Moderation in speed, as in all other things, is a golden rule. It is the last few knots which necessitate that enormous horse-power which drinks oil as a drunkard swallows spirits, and which rob a man-of-war of the most necessary characteristics of a true fighting ship. With unlimited tonnage and money these extremes might be tolerable, though they would still be unnecessary, but in this world, at all events, the resources of mortals have limits. Furthermore, the latest foreign ships are reputed to be faster than our own, and 30 knots cannot "catch" 30 knots, let alone 31 knots.

Should we not, therefore, abandon these ruinous competitive speeds and give to our future ships a speed based upon our traditional policy of keeping the seas and forcing action upon an

unwilling opponent by steadily sustained pressure?

Such a strategy has no need of high speed for compelling action, neither has the enemy's excess of speed any tactical advantages comparable to the sacrifices he has made when once the action he is forced to undertake is joined.

As soon as the Twentieth Century belief in the power of competitive speed to bring an enemy to action gives place to the more conservative doctrine of naval warfare, our ships will cease to cost more than the nation can afford, and the first step will have been taken in the recovery of our maritime supremacy.

With a large reduction in horse-power we shall be able to give our future ships proper protection from gun-fire and to revert to the use of British coal upon which our sea power should once again be firmly based if it is to be, in emergency, a free and untrammelled instrument of national policy.

GOVERNMENT SUBSIDY.

Netherlands Shipowners Turn Down Proposal.

The Amsterdam Handelsblad reports that negotiations between the Netherlands Government and a number of the leading shipowning companies to devise means for reducing the amount of idle tonnage have been terminated on a statement made by the shipowners that they are not willing to accept a subsidy from the Government.

The proposal submitted by the Netherlands Government is said to have been accompanied by an offer to pay to shipowners a certain premium corresponding with the expenditure which is incurred by the Government in the payment of financial assistance to unemployed seamen.

ARRIVALS OF SHIPS.

Monday, May 4.
Takada, British str., 6,967 tons, Captain J. G. Lindon, from Japan, Kowloon Wharf.—M. M. & Co.

Tuesday, May 5.
An Lee, Chinese str., 992 tons, Capt. S. Kato, from Swatow, buoy No. B3.—Yee Hai Hong.
Cracovia, Italian str., 4,565 tons, Capt. Cav. E. Ledo, from Bombay via Singapore, Kowloon Wharf.—Dodwell & Co.
Empress of Russia, British str., 8,789 tons, Capt. A. J. Hosken, R.N.R., from Manila, Kowloon Wharf.—C.P.S.

Hong Kheng, British str., 3,975 tons, Capt. D. M. Hood, from Singapore, buoy No. A10.—Ho Thong & Co.

Kaipol, British str., 1,246 tons, Captain J. Baldwin, from Keelung, Yaumati Anchorage.—Williamson & Co.
Kamakura Maru, Japanese str., 3,624 tons, Capt. H. Kanauchi, from Singapore, buoy No. A4.—N.Y.K.

Kidderpore, British str., 3,268 tons, Capt. C. S. D. E. Wright, from Shanghai, buoy No. A1.—M. M. & Co.

Kwaiyang, British str., 1,580 tons, Capt. A. Cook, from Holhow, buoy No. B3.—B. & S.
Melbourne Maru, Japanese str., 3,237 tons, Capt. T. Jaccasawa, from Moji, buoy No. A9.—O.S.K.

Sancho Maru, Japanese str., 694 tons, Captain M. Tauge, from Keelung, Yaumati Anchorage.—M.B.K.

Sinkiang, British str., 1,616 tons, Capt. F. Gibbs, from Canton, buoy No. B20.—B. & S.
Tjikarang, Dutch str., 6,064 tons, Capt. Homman, from Manila, buoy No. A8.—J.C.J.L.

STEAMERS' MOVEMENTS.

The P. & O. s.s. Kalyan left Shanghai for this port on May 5 at 4 p.m., and is due here on May 8 at about 7 a.m.

The E. & A. s.s. Tanda left Manila for this port on May 5, p.m., with the outward Australian Mails, and is due here on May 8 at about daylight.

REDUCED

SUMMER ROUND TRIP FARES TO JAPAN.

H.K.—Nagasaki Return ..G\$ 82.50
H.K.—Kobe Return
H.K.—Yokohama Return .. 117.50



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The White Empresses are the largest and fastest liners on the Pacific.

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

Leave	Leave	Leave	Leave	Leave	Leave
Hong Kong	Shanghai	Kobe	Yokohama	Honolulu	Vancouver
Empress of Russia	May 8	May 11	May 14	May 16	May 25
Empress of Japan	May 23	May 26	May 28	May 30	June 5
Empress of Asia	June 5	June 8	June 11	June 13	June 22
Empress of Canada	June 20	June 23	June 25	June 27	July 8
Empress of Russia	July 4	July 6	July 9	July 11	July 20
Empress of Japan	July 18	July 21	July 23	July 25	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 5	Aug. 8	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30
Empress of Russia	Aug. 28	Sept. 1	Sept. 3	Sept. 5	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 28	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

HONG KONG—MANILA.

Leave Hong Kong	Arrive Manila
EMPRESS OF JAPAN	May 15
EMPRESS OF ASIA	May 28

CANADIAN PACIFIC

Telephones: Passenger 20752. Freight 20042.

BRITISH WUCHOW LINE

SAILING DATES FOR MAY, 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

S.S. "TAI MING"

(649 Tons—Capt. W. H. Lawton.)

Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
SAT. 9th	WED. 6th	THURS. 7th	FRI. 8th
THURS. 14th	MON. 11th	TUES. 12th	WED. 13th
WED. 20th	FRI. 16th	SUN. 17th	MON. 18th
TUES. 26th	THURS. 22nd	SAT. 23rd	SUN. 24th

Ports of Call—Samshui, Shuikang, Taklung & Doshing.

Fares Return (not including meals) \$18.00.

Meals and Wines are to be obtained on board.

Hong Kong Arrivals & Departures from Tai Ming Wharf.

For information apply to—

29, Connaught Road, West, Phone 20893.

SANG WO Co., Ltd.

POST OFFICE NOTICE.

The postage on printed papers for China and Macao is 2 cents for each two ounces or part of two ounces; and to all other destinations 4 cents for each two ounces or part of two ounces.

INWARD MAILS.

WEDNESDAY, MAY 6.

Amoy and Swatow Cremer
Shanghai and Swatow Szechuen

THURSDAY, MAY 7.

Europe via Suez (Letters and Papers, London, April 9 and Parcels April 2) Kashmir

FRIDAY, MAY 8.

Australia and Manila Tanda
Japan and Shanghai Kalyan
U.S.A., Canada, Japan & Shanghai (Seattle, April 18) President Madison

Calcutta and Straits Hosang

SUNDAY, MAY 10.

Shanghai and Amoy Tjikembang

OUTWARD MAILS.

WEDNESDAY, MAY 6.

Manila, Australia & New Zealand via Brisbane Melbourne Maru (Due Brisbane, May 20.)
Parcels May 6, 8 p.m.
Registration 4.15 p.m.
Letters 5 p.m.

Amoy Tai Yuan 8.30 p.m.
Japan Hakodate Maru 3.30 p.m.
Samshui and Wuchow Sanning 4 p.m.

THURSDAY, MAY 7.

Straits Cremer 10.30 a.m.
Swatow Hydrangea 8 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Vancouver, B.C.

Empress of Russia (Due Vancouver, B.C., May 25 and Europe via Siberia.)
Parcels May 7, 6 p.m.
Letters 10 a.m.
Registration May 8, 9.15 a.m.

Amoy Tifana 5 p.m.

FRIDAY, MAY 8.

"Shanghai and Japan" Kashmir 10 a.m.
Holhow, Pakhoi & Halphong Kiangchow 10.30 a.m.
Swatow, Amoy and Foochow Hal Ching 1 p.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Kalyan (Due Marseilles, June 6.)

K.P.O. G.P.O.

Parcels May 8, 4.30 p.m. Parcels May 8, 5 p.m.
Registration May 9, 9 a.m. Registration May 9, 9.45 a.m.
Letters 10 a.m. Letters 10.30 a.m.

*Subscribed: correspondence only.

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SHIP REPAIRERS,
BOILER MAKERS,
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OXY-ACETYLENE, AND
ELECTRIC WELDERS,
MECHANICAL, AND
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ENGINEERS.

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Wireless Call
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Length on Blocks 750 Feet.
Depth on Centre of
SILL (H.W.O.S.T.) 24 ft. 6 ins.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S.S.	Tons.	From	Destination.
*KIDDERPORE	5,334	6th May	Straits, Colombo & Bombay.
*KALYAN	9,134	9th May	Mar., L'don, Hull, R'dam & A'werp.
*ALIPORE	5,273	20th May	Bombay, Marseilles & London.
*COMORIN	15,132	23rd May	Marseilles, London, Hull, Hamburg.
*BURDWAN	15,132	30th May	Rotterdam & Antwerp.
*KASHMIR	9,086	6th June	Mar., L'don, Hull, R'dam & A'werp.
*RANPURA	16,601	20th June	Bombay, Marseilles & London.
*KASHGAR	9,006	4th July	Marseilles, L'don, R'dam & A'werp.
*RAWALPINDI	16,619	18th July	Bombay, Marseilles & London.
*PERIM	7,648	25th July	Marseilles & London.
*KHYBER	9,114	1st Aug.	Marseilles, L'don, R'dam & A'werp.
*SOMALI	9,114	5th Aug.	Marseilles, London, Hull, Hamburg.
*RAJPUTANA	16,568	15th Aug.	Bombay, Marseilles & London.
*PADUA	5,099	22nd Aug.	Marseilles, London, Hull, Hamburg.
*KARNATA	9,128	29th Aug.	Bombay, Marseilles & London.
*CATHAY	15,121	12th Sept.	Marseilles, London, Hull, Hamburg.
*SOUDAN	15,121	19th Sept.	Rotterdam & Antwerp.
*KALYAN	9,144	26th Sept.	Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Karachi & Port Swettenham.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Redif Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,949	8th May	Singapore, Penang & Calcutta.
SIRDHANA	7,745	14th May	Singapore, Penang & Calcutta.
TILAWA	10,006	30th May	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	30th May	Manila, Rabaul, Brisbane, Sydney
ST. ALBANS	4,500	1st July	& Melbourne.
NELLORE	6,863	31st July	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TILAWA	10,006	8th May	Amoy, Shanghai, Moji, Kobe & Osaka.
KASHMIR	9,086	8th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	9th May	Shanghai, Moji, Kobe & Yokohama.
RANPURA	16,601	22nd May	Shanghai, Kobe & Yokohama.
FANTHIA	7,764	25th May	Amoy, Moji, Kobe & Yokohama.
TALMA	10,000	4th June	Amoy, Moji, Kobe & Osaka.
KASHGAR	9,006	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	6th June	Shanghai, Moji, Kobe, Osaka & Y'ham.
*PERIM	7,648	10th June	Shanghai, Kobe & Yokohama.
TAKADA	6,949	18th June	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	16,619	18th June	Shanghai, Kobe & Yokohama.
*SOMALI	9,114	27th June	Shanghai, Kobe & Yokohama.
SIRDHANA	7,745	2nd July	Amoy, Moji, Kobe & Osaka.
KHYBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,863	6th July	Shanghai, Moji, Kobe, Osaka & Y'ham.
TILAWA	10,006	10th July	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	16,568	17th July	Shanghai, Kobe & Yokohama.
SANTHA	7,764	30th July	Amoy, Moji, Kobe & Osaka.
KARNATA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.
*NANKIN	7,658	1st Aug.	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carriage steamer.

All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to—
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guaranteed. We have over thirty years' experience. We own two slip-
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Town Office: 44, Connaught Road Central, Hong Kong. Tel. 20459.

Shipyard: Sham-shu-po, Kowloon, Hong Kong. Kowloon Tel. 57009.

Estimates furnished on application.

Hong Kong, April 1, 1931.

THE "MONARCH OF BERMUDA."

Ship Expected to Create
History.

The quadruple-screw turbo-
electric liner Monarch of
Bermuda, built for the New
York-Bermuda trade of Messrs.
Furness, Withy and Co., Ltd.,
was launched by Lady Lewis, the
wife of Sir Frederick Lewis,
Bart., at the Naval Yard of
Messrs. Vickers-Armstrongs,
Ltd., at Newcastle. It is the first
ship to be launched since the
yard was taken over by Vickers-
Armstrongs, and, unfortunately,
it is the only order in hand there.

The Monarch of Bermuda is a
quadruple screw turbo-electric
driven liner for the carriage of
passengers, mails, general and
refrigerated cargoes. The vessel
is of handsome external appear-
ance and, while primarily intend-
ed for the new York-Bermuda
service, has also been designed
to undertake long ocean cruises.

The principal dimensions are
as follows:—Length on water
line 576 ft. 11 in., breadth (mould-
ed) 76 ft. 6 in., depth to "C" deck
43 ft. 3 in., speed on trials 20
knots. The hull has been
strongly constructed to Lloyd's
highest class and, as the vessel
has to meet heavy North Atlantic
weather, particular attention
has been paid to the structure at
the forward end.

The vessel has four complete
steel decks with additional steel
decks in the holds at the forward
and after ends, and also two al-
most complete decks in the super-
structures, with the usual nav-
igating bridge and house. Numer-
ous bulk-heads sub-divide the
hull into a large number of water-
tight compartments, and the pro-
vision of a double bottom, to-
gether with an almost complete
double skin up to the water line
provide the maximum safety at
sea.

The prime consideration
throughout the design of the
vessel has been the comfort of
the passengers. Accommoda-
tion will be provided for 830
first-class passengers, accom-
modated in single-berth, two-
berth, and three-berth state-
rooms. One unique feature is
the provision of a bathroom to
each stateroom. Each cabin is
tastefully decorated and fitted
with the highest class of furni-
ture and fittings. Accommoda-
tion also is provided for 30
second-class passengers. Large
space have been allocated to the
public rooms, which consist of
the following:—First-class din-
ing saloon having a seating ca-
pacity for 424 persons, with a foyer
entrance seating 62 people imme-
diately adjacent to a cocktail bar.
A first-class lounge and social
hall with balconies and galleries
and equipped with a stage and
cinema room. A first class
library and two writing rooms.
A first-class smoke room. A
covered dancing space 100 ft. by
80 ft. with three verandah cafes.
A second-class dining saloon. A
second-class smoke-room, and a
second-class lounge. A lower
swimming bath has been fitted on
"G" deck immediately aft the
midship entrance and staircase,
while an open-air swimming bath
has been arranged near the dan-
cing space. A well-equipped
gymnasium has also been arranged
close to the upper swimming
bath.

Special attention has been paid
to the open decks to ensure large
clear areas for all kinds of deck
games and sports, and the decks
have been carried as far towards
the stern as practicable.

"A ship that will create history"
has been the apt description
given her by a speaker at the
launching ceremony.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s.
Moncalieri are reminded to take
delivery of their goods which will
be subject to rent after May 10.
Consignees of cargo ex s.s. Cra-
covie are reminded to take deliv-
ery of their goods which will be
subject to rent after May 11.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s.
Moncalieri are reminded to take
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To AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville,
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FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.

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Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 47s RETURN.

LONDON (via Australia) from £135.15.0.

(Australian Newsprint Co. Ltd.)

STEAMER Date From Date To Date From Date To

TAIPIING May 12 June 12 June 12 June 12

CHANGE May 12 June 12 June 12 June 12

AUSTRALIAN ORIENTAL LINE, LIMITED

BUTTERFIELD & SWIRE AGENTS—HONG KONG—SHANGHAI

INDO-CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'au via S'low & S'hai	YATSHING	Sun., 10th May at 7 a.m.
T'au via S'low & S'hai	KWONGSANG	Wed., 12th May at 7 a.m.
T'au via S'low & S'hai	HOPSAK	Sun., 17th May at 7 a.m.
T'au via S'low & S'hai	FOOSHING	Wed., 20th May at 7 a.m.
Spore, Penang & Calcutta	KUMSANG	Sat., 9th May at 3 p.m.
Spore, Penang & Calcutta	SUTSANG	Sat., 16th May at 3 p.m.
Osaka via Amoy, Shanghai, Moji & Kobe	HOSANG	Sun., 10th May at 7 a.m.
Osaka via Amoy, Shanghai, Moji & Kobe	KUTSANG	Sun., 17th May at 7 a.m.
Osaka via Amoy, Moji & YUENSANG		Sun., 31st May at 7 a.m.
Sandakan	HINSANG	Wed., 13th May at Noon
Sandakan	MAUSANG	Wed., 27th May at Noon
T'au via S'low & Foochow	CHEONGSHING	Wed., 13th May at 7 a.m.
T'au via S'low & Foochow	CHIPSING	Thurs., 21st May at 7 a.m.

SUMMER TRIPS TO JAPAN.—Excellent first class accommodation on
through steamers from Calcutta to Japan at the specially reduced
return fare of \$225.00 to Kobe. These return tickets are available
for three months.

For Freight or Passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone 30311. General Managers.

HONG KONG AND MACAO LINE

in Good Speed

S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to:—

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241, Des Voeux Road C. Tel. 26061.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Chartered Steamer,

"MONCALIERI"

From TRIESTE & PORTS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being

landed at their risk into the Godowns

of the Hong Kong and Kowloon

Wharf & Godown Company, Ltd., at

Kowloon, whence and/or from the

wharves delivery may be obtained.

Optional Cargo will not be landed

here, unless notice has been given 48

hours prior to vessel's arrival, but

carried on from port to port to the

final port of call to which the option

extends.

No claims will be admitted after

the Goods have left the Godown, and

all Goods remaining undelivered after

the 10th instant will be subject to

rent.

All claims against the vessel must

be presented to the undersigned on or

before the 20th instant, or they will

not be recognised.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

6th instant at 10 a.m. by our sur-
veyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bill of Lading will be countersigned
by

BODWELL & CO., LTD.

Agents.

Hong Kong, 4th May, 1931.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer: "CRACOVIA"

From TRIESTE & PORTS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being

landed at their risk into the Godowns

of the Hongkong and Kowloon Wharf

and Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves

delivery may be obtained.

Optional Cargo will not be landed

here, unless notice has been given 48

hours prior to vessel's arrival, but

carried on from port to port to the

final port of call to which the option

extends.

No claims will be admitted after

the Goods have left the Godown, and

all Goods remaining undelivered after

the 11th instant will be subject to rent.

All claims against the vessel must

be presented to the Undersigned on or

before the 21st instant or they will

not be recognised.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

11th instant at 10 a.m. by our sur-
veyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bill of Lading will be countersigned
by

BODWELL & CO., LTD.

Agents.

Hong Kong, 5th May, 1931.

WARSHIPS IN PORT.

The following British warships
were in harbour to-day:—

Bruce—North wall.

Cornwall—North arm.

Hermes—West wall.

Odin—East wall.

Odus—East wall.

Pandora—In Taikeo dock.

Proteus—In Taikeo dock.

Sandwich—South wall.

Sirdar—North wall.

Somme—in dock.

Sterling—No. 12 buoy.

Tamar—Basin.

Tarantula—in dock.

Foreign Man-of-War.

Argus—French gunboat.

HONG KONG TIDES.

The time used is Standard, or

mean time of the meridian of 120

deg. E.; 00h. is midnight, 12hrs. is

noon. The heights are referred to

the datum of the largest scale Ad-
miralty chart of the place and

should be added to the depths given

on the chart unless preceded by an

asterisk (*), when they should be

subtracted from the depths.

May 6 to 12, 1931.

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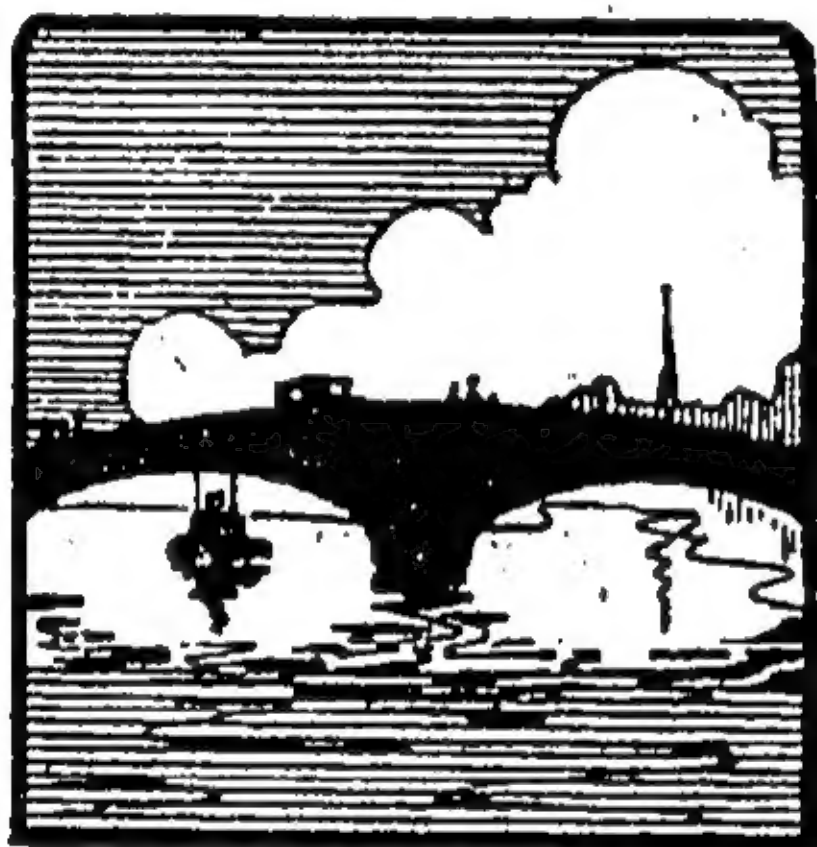
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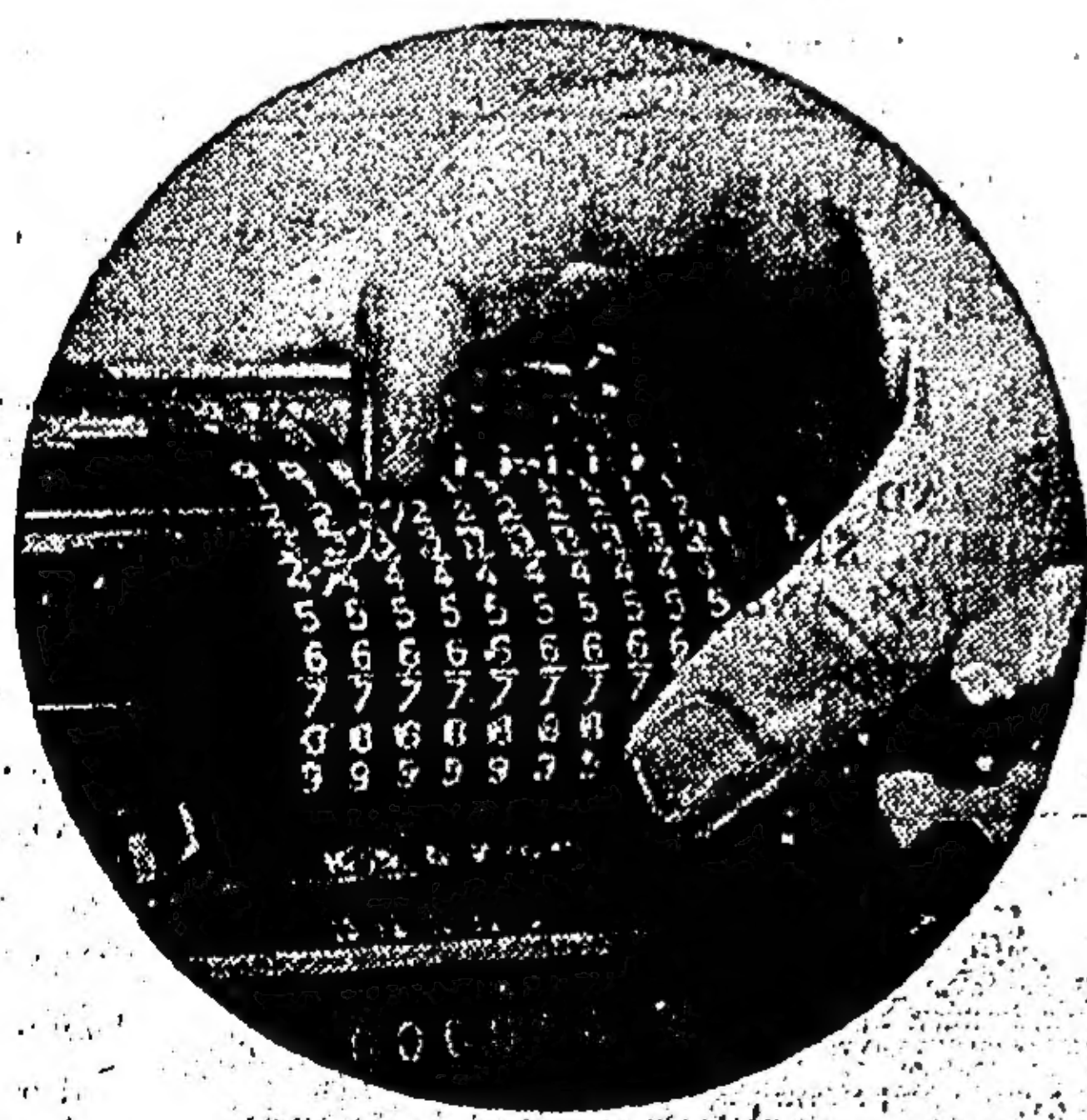
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Hong Kong, Wednesday, May 6, 1931.

Press War on Radio.

A week ago we published in our Radio Section a cablegram circulated by the Associated Press stating that the American Newspaper Publishers' Association had adopted resolutions calling for action designed to meet the competition of the radio as a news-disseminating and advertising medium. One resolution suggested that radio programmes, "if published, should be handled as paid advertising." Another dealt with the investigation of "the legality of the radio broadcasting of direct advertising."

The first resolution also provided that, inasmuch as the newspapers pay for the creation of all Press Association reports, a committee be appointed to confer "with the Press Associations on the question of broadcasting news reports, with the object of confining the broadcasting news reports to the Press Associations and the newspapers, and to bring about the proper regulation of such news broadcasting by the Press Associations and the newspapers."

In Hong Kong and in other parts of the Orient a great deal of sympathy will be felt on the part of the Press with the resolutions adopted by the American Newspaper Publishers' Association. Week by week and month by month, since the inauguration of radio studios, there has been witnessed a steady encroachment of broadcasting on the legitimate sphere of newspapers. An effort has been made by this and our Sunday contemporary to limit this encroachment as far

as possible, and to publish only those portions of radio programmes that are not in distinct competition with the newspapers in the Colony. Unfortunately this effort is not universal either in Hong Kong or in the Far East as a whole, probably owing to the lack of a Newspaper Publishers' Association or Associations. In Shanghai, it is reported, they have gone to the length of broadcasting "advertising talks," a movement that is said to be threatened for this Colony as well in the not distant future. Here fees for radio licences go into the coffers of the Treasury. The fees paid by dealers in radio parts go into the public purse. The whole thing is under Government control, although there exists an unofficial Broadcasting Programme Committee which is responsible for the framing of the daily programmes, although not honoured with a place in the list of Committees, etc., in the Civil Service List for 1931. But an idea is prevalent that the newspapers must publish every single item contained in these daily programmes, in the same manner as they asked in the early days of the Broadcasting Studio here to "co-operate" in the matter of furnishing news intended for publication in the Press to be broadcast—before publication! Up to a point it may be considered a pleasure and a duty for the Press to combine with the Radio Department—both its official and unofficial elements—but the last word really lies with the newspapers as to whether or not they will permit any unfair encroachment on their legitimate field. Here the thin end of the wedge has already been inserted, but the Press would be blind to its own interests were it not to take a combined stand now and arrive at a united policy on the lines of the resolutions adopted by the American Newspaper Publishers' Association.

News in Brief.

The lowest open air temperature yesterday was 73° degrees. The humidity at 10 a.m. was 91 and at 4 p.m. 87.

To-day is the beginning of Summer. According to the diary we had a taste of it, however, in the late lamented Spring.

Leung Yung Li, Siu Li Tung, Li Yick, Fong Him and Chiu Tack, five Chinese from Java, were produced at the Kowloon Magistracy this morning and charged with "stowing away on the s.s. Tikiang, to Hong Kong." All defendants pleaded "guilty" and were sent to jail for six weeks with hard labour.

Falling from the third floor of a house in the course of construction at Tai Nam Street, a woman, Cheung Kiu (51) was killed yesterday afternoon.

Six months' hard labour was imposed on Kwok On, a banished, who was sent away for five years in November, 1927, for returning within the prohibited period.

To-day's fairy story.—All the patriotic Associations of the Colony cabled congratulations to H.M. King George on the 21st anniversary of his accession to the Throne.

Found unconscious in a lane at the rear of 545 Shanghai Street at 11.30 o'clock last night, a Chinese woman, stated to be about 36 years of age, was removed to the Kwong Wah Hospital. Her name and address are at present not known to the Police.

On arrival at Hong Kong last night the master of the s.s. Tai Shan, reported to the Police that at about 7.30 p.m. yesterday, whilst the ship was on its way from Canton to this port, a Chinese male, named Li Kwan (30), who was travelling as a first class passenger, jumped overboard and disappeared. The incident happened when the Tai Shan was about 30 miles from Hong Kong.

Tak Chiu-chung, a Chinese coolie, pleaded not guilty at the Kowloon Magistracy this morning when charged with the larceny of a white blanket from the roof of a house in Sai Young Choi Street yesterday, the property of Mrs. Katie Turnbull, a widow. Defendant said that he had picked the blanket up in a scavenging lane, and was immediately arrested by a young man. Three months' hard labour was imposed.

Imprisonment for fourteen days with the option of a \$10 fine was imposed on Yau Tam-tim at the Kowloon Police Court this morning, for causing needless suffering to a cargo of pigs which he was bringing in from San Mei on board his sampan. It was alleged that the sampan was only a very small craft, and that the pigs were tied to a pole by their feet and lay on their backs on the deck. No water was supplied to the unfortunate animals.

OIL SCANDAL ECHO.

ALBERT B. FALL'S CONVICTION CONFIRMED.

Washington, April 6.
Only the United States Supreme Court, the highest tribunal in the land, can save the aged and ailing Albert B. Fall, former Secretary of the Interior, from a term of imprisonment.

To-day the Appellate Court of the District of Columbia upheld the conviction and sentence passed on Fall in the lower courts.

Fall was convicted on charges of conspiracy to defraud, in connection with the oil scandals of the late President Warren G. Harding. He was sentenced to one year in prison and to pay a fine of \$100,000.

In spite of the serious state of his health and his advanced age, Fall, broken, both physically and mentally, must go to prison unless the Supreme Court reverses the ruling of the Appellate tribunal. Fall's physicians say he will die in prison if the sentence is made effective.

Conviction Confirmed.
In giving its decision in Fall's case to-day the Appellate Court also affirmed the conviction of Mr. Henry Blackmer and his sentence to pay a fine of \$360,000. He was convicted on a charge of contempt of the United States Senate for his refusal to testify as to his knowledge of the transaction which plunged the country and its Government into one of the worst scandals in the history of the United States.

Fall is alleged to have accepted a bribe for using his influence, when he was Secretary of the Interior, to aid in transferring federal oil reserves to private interests. For almost a decade he has been fighting unsuccessfully to clear his name, and the names of those implicated with him in the various conspiracies which were unearthed after the sudden death of President Harding.

Fall, once a member of the United States Senate and a power in the Republican Party, is now 70 years of age. For the past six or seven years he has been seriously ill and under the constant care of physicians.

[It was reported yesterday that Fall had decided not to appeal to the Supreme Court.]

Furniture manufactured in the 367 establishments engaged in the industry in Canada had a value of over \$44,000,000 in 1929. Practically the entire output of furniture made in Canada is sold in the Dominion. The value of furniture exported in 1929 was only \$381,764.

MISTRANSLATIONS.

PITFALLS PARTICULARLY DANGEROUS.

SIMILAR SOUNDS.

The following letter appeared in the Observer.

Sir,—Mr. Anderson ought to be successful with his proposed publication of a handbook on pitfalls in translations from French. It should interest all students of the French language, and not only the professional translators of books. The pitfalls are particularly dangerous in words of similar sound and similar spelling, such as "resumer" and "resume," "sensible" (French) and "sensible" (English), and a host of others. The Italian author, De Amicis, gives an amusing example of a similar pitfall in his book on Spain, when he records an address given in Italian by a Spaniard who meant to pay him a special compliment by calling him "molto affamato," thinking of the Spanish word "afamado," which means famous, while the Italian word (not derived from "fama," but from "fames") means starving.

Mr. Anderson is right also in pointing at possible international misunderstandings that might arise as a consequence of such errors in translations. I am thinking in this connection of two very bad cases that occurred during the War. One of them was the now notorious mistranslation of the German "Kadaververwertung," which was represented to mean the boiling down of the corpses of the slain soldiers and inspired "Punch" to one of his wickedest cartoons. The German word "Kadaver," which means the carcass of an animal, was taken in the sense of the French word "cadavre."

German National Anthem.
Almost as bad was the rendering of the first line of the German National Anthem, "Deutschland, Deutschland über Alles" as meaning the claim of the Germans to rule over all the world, while the sense is in reality merely: "Germany (is dear to me) beyond all things." It is curious to note that this mistranslation has some currency even now, more than ten years after the War.

An error of a more amusing type was made by The Times in the translation of a German soldier's letter in which a number of French women who had visited the battlefield to collect souvenirs were referred to as "die Saubande." This was translated as "that gang of sows." Well it was not quite as bad as that, though not complimentary. I wrote to the editor at the time, pointing out that the German word "Sau," used as a prefix, had lost its sting, giving as examples "Es ist ein Sauwetter" (It is miserable weather) and "Es ist mir sauschlecht" (I feel beastly seedy). I proposed to translate the word "Saubande" by "Dirty pack," deliberately inserting the Irish "h." The editor thanked me for my interesting communication, but considered it to be inopportune to print it.

E. F. MARX.

12, Beethoven Street, Cologne.

IS BRITAIN BEING LEFT BEHIND?

German-Dutch Air Plans in The East.

Berlin, April 8.
"It is possible that, to the Chinese aviation line from Nanking to Berlin, there may be added an entirely German air route from Berlin to Shanghai." Such was the declaration made this morning by the Minister of Communications. The Minister made public the state of affairs regarding the negotiations between Germany and Japan on the subject of aviation. It is planned, for one thing, to extend the line from Berlin to Bagdad toward Tokyo, working in with Holland for the opening up of the aerial traffic of the Dutch East Indies.

These negotiations are in good shape and France has declared herself favourable to them. Applications have been made to the Soviet Government to permit the terminus of the Deruloff Line (Deutsche Russische Luftgesellschaft) to be situated at Manchuria.

In this case the German Government, in co-operation with the Chinese Government, would continue the German-Russian line to Shanghai, thus duplicating the Sino-German line.

"In any case," the Minister concluded, "a direct service from Berlin to Moscow and Shanghai is imminent."

A general analysis of registration at the university of Alberta compiled by the registrar shows increases in practically every department, the total of 1,786 being 228 higher than in 1930. The largest categories this year are: Arts and Applied Sciences, 718 and 288 respectively; Medicine, including dentistry and nursing, 322; Agriculture 222.

POST OFFICE LOSS.

DEATH OF MR. T. M. PERPETUO.

SUDDEN INDISPOSITION.

News of the death of Mr. Tito Maria Perpetuo, Assistant Superintendent of Mails, G.P.O., which occurred suddenly in the Government Civil Hospital last evening, came as a great shock to his many friends.

Up to last week-end Mr. Perpetuo was apparently in his usual good health and was attending to his work. He became suddenly indisposed, and it was considered advisable to remove him to hospital, where he passed away.

Mr. Perpetuo had been in the service of the Government for almost 33 years, and a more hard working man than he it was hard to find.

Born on January 3, 1882, Mr. Perpetuo was just over 49 years of age at the time of his death. He was a few months over 16 years of age when he entered Government service as a clerk on August 1, 1898.

33 Years' Service.
The whole of his 33 years' service were spent in the G.P.O., promotions coming to him as under:—

Second Grade Clerk, January 1, 1907.

First Grade Clerk, January 1, 1918.

Inspector of Postmen, August 1, 1923.

First Class Clerk, January 1, 1925.

Assistant Superintendent of Mails, March 1, 1925.

Class III, Senior Clerical and Accounting Staff, January 1, 1927.

It speaks well for Mr. Perpetuo's ability that he acted as Superintendent of Mails from August 18, 1926, to June 10, 1927, during part of which time M. T. Hynes, the Superintendent, was on furlough.

Mr. Perpetuo was a member for 1931 of the Committee of the Catholic Union Club, and for many years was an untiring worker in the cause of the poor of Hong Kong, as a member of the St. Vincent de Paul Society.

The deepest sympathy of his friends and colleagues will be extended to his family in their sad bereavement.

The funeral takes place at the Roman Catholic Cemetery this evening, passing the Monument at 5.30.

CONDENSED MILK.

Action By Nestle And Anglo-Swiss Co.

A final order was taken before Mr. Justice Maugham in the Chancery Division recently in the action brought by the Nestle & Anglo-Swiss Condensed Milk Company to restrain Quinto Bocca, proprietor of the Continental Delicacy Restaurant, Crawford Street, Baker Street, W., from passing off condensed milk not of the plaintiffs' manufacture as Nestle's.

An interim injunction was granted by his Lordship on February 24.

Mr. Clayton, K.C., for the plaintiffs, stated that the parties had now agreed to a final order. There would be a perpetual undertaking by the defendant, who would pay the taxed costs of the action including the costs of the motion and 21 damages.

AMY JOHNSON FINED.

Traffic Obstruction Caused By Car.

Miss Amy Johnson, of Vernon Court, Finchley Road, London, N.W., was fined 10s. by Sir Chetres Biron at Bow Street police court for causing an obstruction with her motor-car on December 10. The case had been adjourned because of her flight to Russia.

It was alleged that Miss Johnson left her car at a bus stop in Cockspur Street, for 35 minutes in the middle of the day. She expressed regret, saying that she had no idea that it was a bus stop.

Ten Years Ago.

[From the "China Mail" of May 6, 1921.]

To-day's dollar is worth 2/7½.

The Hong Kong Interport Cricket team will arrive in Shanghai about May 20, returning to Hong Kong about May 30. The Shanghai team will be selected by the Captain (Captain E. L. M. Barrett), and Messrs. O'Hara, Walwright and Hayward.

The Interport match will probably take place on or about May 28 and the following days. Hong Kong will be represented by:—G. R. Sayer (Captain), Capt. P. Havelock Davis, L. J. B. Franks, R. N. E. B. Reid, F. J. de Rome, C. J. Stapleton, Capt. Oliver, F. H. Farthing, Webster, Bagnall, Rumfalm, and two others not yet selected.

METEOROLOGY'S GROWTH.

Effects of World War.

SCIENCE OF FORECASTING.

Lieut.-Comdr. Dymott, speaking of meteorology, at the Rotary Club meeting yesterday, after tracing the first known attempts to study weather, by the Greeks, went on to consider the farmers' methods of studying the sky, in the middle ages. The most important advance came with the invention of the barometer, and knowledge was greatly extended by the advent of the telegraph and radio. The first weather maps drawn by the new method were exhibited at the Crystal Palace Exhibition in 1951.

The period of the Great War brought about rapid developments in forecasting. Norwegian scientists undertook intensive investigations, and actually succeeded in utilising changes of temperature, particularly the changes at mountain observation stations.

Aviation's Part.
The rapid development of aviation made it necessary, too, that the atmosphere should be studied in all three dimensions, and as a result of this change in policy, it was now being studied as a gas, consisting of air and water vapour, which expands or contracts with alterations of temperature and pressure, in a manner similar to a vast steam engine.

Regarding the weather in the tropics, it had not received such intensive study as that in Europe or America. But it was hoped that before long China would have a series of observation stations which would be of great value. In Europe there were about 1,000 stations, and in America 500, but out here only about 40.

Safety Of Life.

Later, the speaker said:—

As for the uses of forecasting,

with regard to safety of life, I

need only mention shipping, aviation

and fishing, and, with particular

reference to this part of the world,

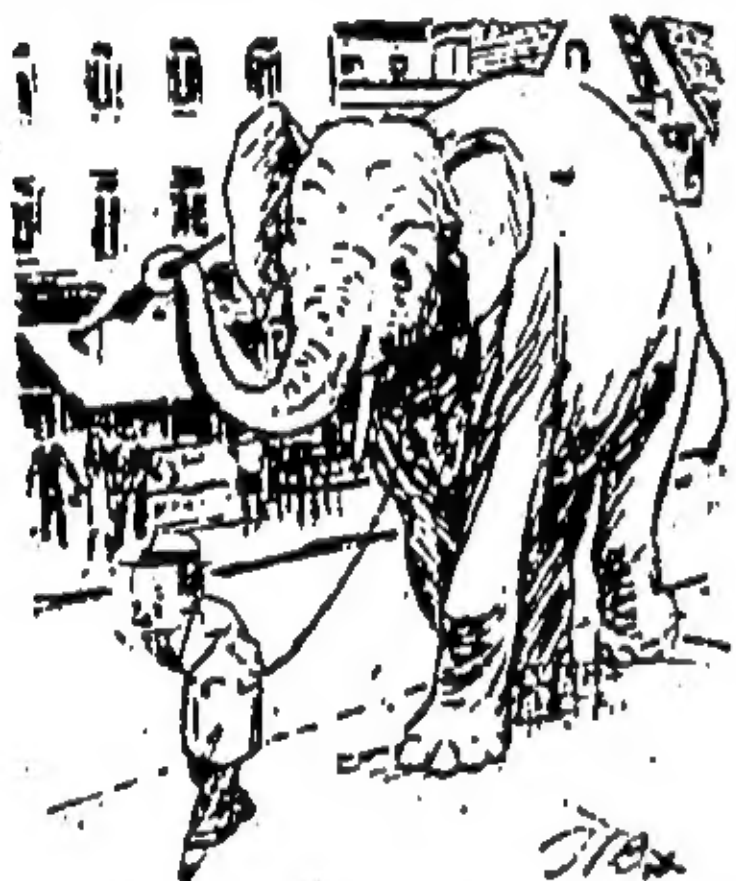
typhoon warnings. In the British

Isles, during the last few years,

adequate warning has been given

of 97 per cent. of the gales which

occurred.



OUR PROFESSOR MAKES USE OF THE FACT THAT THE ELEPHANT NEVER FORGETS.—Passing Show, London.

COMPULSORY UNIONISM.

Drastic Proposal in New South Wales.

According to private advice received from Sydney, the new Industrial Arbitration Bill has passed the Legislative Assembly of New South Wales and is now before the Legislative Council. This Bill provides that there is to be compulsory unionism for all, including managers and staffs, with authority to the unions to enforce it. It further provides that all employees are to be engaged through the unions, and while the latter may compel employers to dismiss non-unionists under a penalty of \$5 a day they are to be under no obligation to accept any applicant as a member.

There is to be a controlling commission of one member with an assured term of office of seven years, subject to retirement at the age of 70, except in the case of the first member. In addition, the Bill provides for conciliation committees consisting of equal numbers of employers and employees, and for the nomination by the Government of 10 permanent chairmen, who will preside in rotation. The members of these committees, it is proposed, shall have access to all the books and documents of industries and complete control of hours and working conditions.

It is understood that a motion to refer the Bill to a select committee for inquiry has been successful.

The seven-year-old Holstein cow, Sagis Spifford, Triumph, bred by W. E. Wood of Bloomfield, and now owned by G. F. Murton of Portmouthe, Ont., has just completed a year's record in the 365-day division of the R.O.P., on twice a day milking, with a production of 15,573 lb. milk, containing 76.25 lb. butter, giving her an average yield of 8.65 per cent. fat. This cow's best month's production was 2,869 lb. milk, containing 63.55 lb. fat.

ATTACKS ON KING ALFONSO.

His Many Escapes from Assassination.

THRONE A BURDEN.

As reluctant as King Alfonso may have been to abdicate, feeling as he undoubtedly did that the best interest of the country lay in the continuance of the monarchy, one thing is sure, and that is that he delivered himself of several pecks of trouble when he stepped down from the throne.

Almost all of his life the throne has been a burden to him and a menace against his very life. Many times attempts were made to assassinate him, seven of which resulted in actual attacks. On the very day he was crowned, at the age of 16, the police thwarted a plot to kill him.

The most spectacular attempt to kill him occurred on his wedding day, May 31, 1906. It occurred while he and his bride, the British Princess Victoria Eugenia Ena of Battenberg, were proceeding from the San Geronimo church to the royal palace.

A powerful bomb disguised as a bouquet was hurled from a third story window. Only the fact that it struck a wire in its flight kept it from finding its mark. As it was, the infernal machine fell so close to the royal carriage that it killed one of the horses and damaged the carriage. A splinter hit one of the decorations on the King's breast. Twenty-four persons were killed and 80 others wounded.

Shields His Bride.

The first thing the young monarch did was to shield his bride. He soothed her fright and escorted her to another carriage, crossing himself in prayer for the dead and dying scattered about the street.

Again, on April 13, 1913, an anarchist fired three shots point-blank at the king. The bullets missed their mark and the king, without a moment's hesitation, turned his horse and rode down the man who had tried to murder him. In all other such dangerous situations the king showed complete control of himself. Physical courage was one of his outstanding characteristics.

Alfonso was born a king. He was the posthumous son of Alfonso XII. He ascended the throne on his 16th birthday, May 17, 1902, almost 29 years ago, and now he leaves it still a comparatively young man of 44.

Always Shaky.
His throne was always shaky, first as a result of the economic ills caused by the Spanish-American War and second of those caused by the World War. Spain was neutral in the last conflict, but still the war did the country no good economically.

In 1917, after a succession of strikes, there was an attempt at a nation-wide revolution which put the country under martial law from August to October. Then for five years there was a dizzy succession of ministries, disturbances in a steady stream at Barcelona and other centres of terrorism, a constant nightmare about Morocco, much unemployment and business discouragement.

Out of this welter came the de Rivera dictatorship. It lasted for six years, until January, 1930. With the passing of de Rivera the growing republicanism became even more insistent. Both General Berenguer and Premier Aznar, who succeeded him, tried to preserve the monarchy, with certain concessions if necessary, but their efforts were futile.

The Municipal Elections, held by

the government as the first step toward the return to constitutional government, resulted in an overwhelming republican victory. Realising for the first time the fullness of their strength, the republicans became absolutely uncompromising in their demand that the king quit the throne, and this he did to avoid civil war.

TWO TEA PLANTERS.

\$1,000 Damages Awarded in Suit For Divorce.

A jury in the Divorce Court recently awarded \$1,000 damages to Mr. Rupert McComas, a tea planter in Ceylon, against a neighbouring tea planter, who was cited as co-respondent. Mr. Justice Bateson granted Mr. McComas a decree nisi for divorce from his wife, Enid Irene, nee Barrington, on the ground of her adultery with the co-respondent, Mr. Gerald Morse. The suit was not defended.

Mr. Justice Bateson, summing-up to the jury, said that on the evidence Mrs. McComas was a good wife and mother, who had \$125 a year in her own right, and the co-respondent had been a friend of the husband and of the family.

His Lordship entered judgment for Mr. McComas for \$1,000 damages, and granted him a decree nisi, with costs against the co-respondent, and custody of the child of the marriage.

ROUND THE CINEMAS

LIEUTENANT IN LOVE WITH PRINCESS.

"NEW MOON."

"New Moon," which is at the Queen's Theatre with Lawrence Tibbett and Grace Moore in the principal roles, is unquestionably one of those pictures which may be immediately placed as being head-over-shoulders above the average.

This picture not only enables moviegoers to hear the finest voices emanating from the talking screen to-day, but it permits them to enjoy in one vehicle two of the cinema's most interesting personalities. Fortunately, the story is worthy of its distinguished stars. Metro-Goldwyn-Mayer having adapted the New York stage success, "New Moon," to the screen with such of the original song hits as "Lover Come Back to Me," "Wanting You," "One Kiss" and "Stouthearted Men" included, in addition to new songs by Herbert Stothart and Clifford Grey, whose music was one of the attractions of "The Rogues Song."

The Cold Shoulder.

Tibbett plays the swashbuckling Michael, Russian Lieutenant who, while conveying his company on a steamer across the Captain Sea, falls in love with the Princess Tanya, portrayed by Miss Moore. The princess, although engaged to Governor Boris, the lieutenant's superior officer, flirts with the young officer but gives him a cold shoulder when the ship lands and she is met by her fiancé.

The Angry Michael insults the princess in the presence of the governor who retaliates by ordering him to a desert military post from which no man has ever returned alive. Later the princess arrives at the post with her uncle with the intention of avenging herself personally for Michael's insult. Here she is endangered when the Riffs attack the post's fortress. The resulting complications and denouement comprise the story which from its opening scene on a picturesque Russian steamer, to the conclusion is permeated with an atmosphere of intrigue and romantic adventure.

"LADIES LOVE BRUTES."

Audiences who go to the Central Theatre expecting to be thrilled are not being disappointed this week, for the mighty George Bancroft is there in "Ladies Love Brutes." He rages and thunders with his vigorous voice, he pummels and pounds with his fearsome fists and he laughs and roars with his whole powerful propensity for burly vitality.

"Ladies Love Brutes" is the story of a building contractor who has risen from the ranks and who has amassed a fortune. He decides to become a force in the social life of New York so that he may make even greater successes in his role of the "Sky-scraper King." Accordingly he has himself introduced a beautiful young society matron. He falls in love with her when he learns that she is soon to divorce her erring husband.

But his chances for romance in the "400" are blasted when racketeering enemies devise a plot to wreck him. In the ensuing action there is a terrific fistie encounter in which Bancroft emerges the victor. The conclusion of this stirring tale is a happy one, with Bancroft upheld as more of a hero than ever before.

Mary Astor, one of the younger beauties of the talking films, plays the role of the wealthy society woman. Fredric March performs admirably in the role of the inconsiderate husband who finally is brought to his senses by the heroism of Bancroft.

In the part of Mike Mendino, a gangster, Stanley Fields gives a portrayal that comes close to the work of Bancroft for first honours. Others who acquit themselves with distinction are David Durand and Freddie Burke. Frederick, child players who are cast as the respective sons of the hero and the society matron.

Claud Allister, as a British-bred tailor, furnishes an abundance of rare comedy.

"Ladies Love Brutes" is based on a successful stage play "Pardon My Glove" which was written by Zoe Akins. Waldemar Young and Herman J. Mankiewicz, who adapted the play for the talking screen, made an admirably fast-moving and exciting film production.

Rowland V. Lee, the director, here betters his fine mark made in "Dr. Fu Manchu" and "Wolf of Wall Street."

"PLAYBOY OF PARIS."

A personality that breaks feminine hearts; a smile that's a magnet for the popular favour; Chevalier Bickford was last seen opposite Grete Garbo in "Anna Christie," and by his joyous laugh-making to his latest comedy-romance, "Playboy of Paris," a picture with all the laughs and rough appeal of the "Big Pond," with a list of Chevalier's songs that will be as popular as his "You Brought a New Kind of Love to Me," "Monte Carlo," and "War Nurse."

THE PRESIDENT OF SPAIN.

Why Senor Zamora Turned Against King.

MATTER OF REVERGE.

Niceto Alcalá Zamora, who is now President of Spain, is the big "if" man in present-day Spanish politics.

If the well-planned December revolt had succeeded, he would have been the first president of the new Spanish republic.

If, later, Jose Sanchez Guerra had formed a liberal ministry, he would have been released from gaol and, perhaps, given a place in the cabinet.

But the December plot was sprung prematurely at Jaca and Sanchez Guerra failed to form his ministry, so Alcalá Zamora for some time languished in gaol and faced trial at the hands of the pro-monarchist Government under Premier Juan Bautista Aznar.

Once a staunch monarchist himself, Alcalá Zamora turned against King Alfonso to avenge what he deemed a personal implication in a political insult by the late Primo de Rivera.

In his quest for satisfaction he has spent his personal fortune and become the most defiant of the republican leaders. For a time after his arrest, he continued to direct from his cell the campaign for a republic.

Before Primo became dictator in 1923, Alcalá Zamora had been a deputy in the cortes, secretary of the civil government in Madrid, under-secretary of finance and postmaster-general. He served in three cabinets.

Then Primo charged that old-line politicians of Spain were factors in political corruption and useless appendages to public life. Alcalá Zamora blew up, went to the king for satisfaction and when Alfonso failed to defend the old guard, declared himself a republican.

After Primo fell from power and Gen. Damaso Berenguer had restored free speech and assembly rights, the brilliant oratory which Alcalá Zamora had acquired as a lawyer in his early years was put to use by the anti-monarchists.

He electrified political circles by the fiery character of a speech at Valencia on April 13, 1930.

In it he advocated immediate establishment of a republic and he attacked the throne in terms that made even some of his party colleagues gasp.

With words and money he fanned flames of the republican movement until it burst into revolt last December. Arrested on December 14 he defiantly said to his captors: "Yes, I am one of the leaders of the revolts. I was to have been the first president of the Spanish republic."

He has always been a colourful personage. He was born on July 6, 1877, in the village of Priego, province of Cordoba and had some early struggles before gaining prestige in the legal profession.

of Love To Me," with a new kind of love-making to a new kind of girl, Frances Dee, the Hollywood "extra" girl who skyrocketed into fame when chosen to play opposite the idol of France and America.

"Playboy of Paris" opens in the King's Theatre to-day. Imagine Chevalier as a waiter, by day, a heavy spending man-about-town by night. Picture him comically involved with three women, trying desperately to keep them apart. Think of the hilarious possibilities of a comedy with Chevalier, Eugene Pallette and Stuart Erwin. That's "Playboy of Paris," the rollicking entertainment the King's Theatre will feature.

Long before Chevalier made himself the "Idol of America," he was the "Idol of France," and, in "Playboy of Paris," he is again set in the city he knows and loves so well. He has a fresh and Frenchy part to play, and he knows how to play it for all the laughs that were written into it. The story itself, "Playboy of Paris," is to the French what "Charley's Aunt" is to the Americans, a perennial farce comedy hit. The screen play was adapted from an original drama, "The Little Cafe," by Tristan Bernard.

"PASSION FLOWER."

Stars of several recent big film successes are in the cast of Metro-Goldwyn-Mayer's adaptation of Kathleen Norris' novel, "Passion Flower," which will open on Thursday at the Queen's Theatre under the direction of William de Mille.

Kay Johnson was recently featured in "Madam Satan," "Billy the Kid" and "The Spoilers." Charles Bickford was last seen opposite Grete Garbo in "Anna Christie," and by his joyous laugh-making to his latest comedy-romance, "Playboy of Paris," a picture with all the laughs and rough appeal of the "Big Pond," with a list of Chevalier's songs that will be as popular as his "You Brought a New Kind of Love to Me," "Monte Carlo," and "War Nurse."

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Hotel; Dinner Dances at Hong Kong and Repulse Bay Hotels.

To-day—King's Theatre; "Playboy of Paris."

To-day—Queen's Theatre; "New Moon."

To-day—Central Theatre; "Ladies Love Brutes."

To-day—Majestic Theatre; "The Shannons of Broadway."

To-morrow—Inward from Europe via Suez (Kashmir).

Sports.

See Sport Diary on Page 3.

To-morrow—Jumble Sale, Union Church, Kennedy Road.

To-morrow—Laying of foundation stone of new wing of Y.M.C.A., Kowloon 5.30 p.m.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station 2.B.W. on a wavelength of 850 metres.

6.15-7 p.m.—Chinese Programme.

7-10.30 p.m.—European Programme of Victor and H.M.V. Records kindly supplied by Messrs. S. Moutrie & Co.

7-7.35 p.m.—Variety.

Orchestral—Two Guitars—Black Eyes, Victor Salon Orchestra (20037).

Vocal Duet—Only a Rose—Love Me To-night, Winnie Melville & Derek Oldham (B-2570).

Humorous Song—Down Among the Sugar-Cane, Johnny Marvin (21950).

Vocal Duet—I Get the Blues When it Rains, Johnny Marvin and Ed. Smalle (21959).

Piano Duet—Ragumfin, Dance of the Paper Dolls, Victor Arden & Phil Ohman (21929).

Chorus—Was it a Dream, The Revellers (21516).

Male Quartet—Beautiful, National Cavaliers (21516).

8 p.m.—Local Time, Weather Report, etc.

7.35-8.15 p.m.—Chamber Music.

Violin Solo—Andantino (Lemars & Saenger), At Dawning (Cadman & Risland), Fritz Kreisler (1105).

Violoncello Solo—Gavotte Tendre (Hillemacher), Menuet (Debussy), Pablo Casals (1191).

Piano Solo—Capriccio in F Minor (Dohnanyi), Valse Oubliée (Forgotten Waltz) (Liszt), Vladimir Horowitz (1455).

String Simphonietta—Burlasca (Boal), Heart Wounds (Hjertesar) (Greig), The Philadelphia Chamber String Simphonietta (4022).

Piano Solo—Soaring (Schumann), Wilhelm Bachaus (1445).

Violin Solo—Dance of the Maidens (Friml-Kreisler), Fritz Kreisler (1233).

8.15-8.54 p.m.—Orchestral.

Bolero (Ravel), Gynopiede (Erik Satie), Boston Symphony Orchestra (7251-2).

The Evolution of Dixie (Lake), Victor Concert Orchestra (22045).

Aleiss Suite (Handel), Philharmonic Symphony Orch. of New York (1435-6).

8.54-9.30 p.m.—A Concert.

Song—Berceuse (Cradle Song)—Snow Drop (Grotchanoff), Dobrynia Nikitich (Grotchanoff), Nina Koshetz, Soprano (7111).

Song—Richard of Taunton Deane (Arr. Molloy), Widdicombe Fair (Arr. Jacob), Stuart Robertson, Bass-Baritone (2055).

Piano Solo—Prelude in A Minor (Debussy), Alt-Wien (Old Vienna), Isabelle Yalkovsky (4115).

Song—Annie Laurie (William Douglas & Lady John Scott), Long, Long Ago (Thomas Haynes Bayly), Hulda Lashanska (1223).

Song—The Floral Dance (Meas), The Lute Player (Allitsen), Peter Dawson (C1313).

Piano Solo—La Campanella (Paganini-Liszt), Mischa Levitzki (D1489).

9.30-9.55 p.m.—

Nutcracker Suite (Tchaikovsky), Philadelphia Symphony Orch. Directed by Leopold Stokowski (M-3).

9.55-10.20 p.m.—Operatic.

Aida—Temple Scene (Verdi), Eric Pinza Metropolitan Opera Chorus (8111).

Carmen—Selections (Bizet), Creators & His Band (35841).

La Sonnambula—Could I Believe (Bellini), Faust—From Secret Caves and Bowers (Verdi), Tedi Dal Monti, Soprano (7108).

Elisir d'Amore—A Furtive Tear (Donizetti), Rigoletto—Each Tear That Falls (Verdi), Enrico Caruso, Tenor (6015).

10.20 p.m.—Close Down.



JOSEPH SZIGETI—Violin.

LX127-8—Sonata in G Minor (Bach).

LEOPOLD GODOWSKY—Piano

LX124-5-6—Sonata in B Flat Minor (Chopin).

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Le Sacre du Printemps (Stravinsky).

(The Rites of Spring).

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CURRENT SPORTING GOSSIP

ANDREWS DELIGHTS SPECTATORS.

Stroke Production an
Object Lesson.

AMAZING ANTICIPATION.

(By "Base Line")

A recent illness in Singapore, a combat against local conditions, and a painful blister on his hand all combined in handicapping E. D. Andrews, the British Davis Cup player, in his exhibition games at the H.K.C.C. yesterday. What little was seen of him, however, gave a very favourable impression of what his true form may have been. He is undoubtedly a player of international repute and, with a little more experience of local conditions, he will draw a great crowd to-morrow on the occasion of his final appearance.

Amazing Anticipation.

What impressed me most about his play was his remarkable anticipation and the consequent positioning of himself to the best advantage. In his set against the local doubles champions he had them guessing time and again on account of his surprising ability and speed of return. His volleying was beautifully performed and was executed in a forceful manner. The success of his service was mainly due to the use of his brain—his positioning of the first service was its main asset though, as a variation, his spin service caused his opponents not a little anxiety. In this department he holds a big advantage owing to his height, and he does not allow the opportunity to escape his closest attention.

Forehand Drive.

After a very indifferent start with his ground strokes Andrews at last found his length in the last set of the afternoon to the pleasure of the many spectators present. A tendency to over-drive was the cause of his failure to exploit successfully the forehand drive in the early stages, but after becoming somewhat accustomed to the light he allowed this stroke full license.

Below will be found the results of yesterday's games:—
E. D. Andrews and E. C. Fincher beat Khoo Hooi-hye and P. Kong 7-5, 6-4.

In a two set match, owing to Andrews' blister on his hand, against the Rumjahn cousins, Andrews and C. A. L. Rumjahn lost the first set at 3-6 and won the second set at 6-1.

It is to be hoped that this blister will receive the necessary attention in order to allow E. D. Andrews to give of his best in tomorrow's matches.

To-day's Programme at the H.K.C.C. at 4.30 p.m.

Khoo Hooi-hye and Paul Kong v. H. D. and S. A. Rumjahn.
C. A. L. Rumjahn v. Khoo Hooi-hye.

BRITISH TENNIS STAR.

Mr. E. D. Andrews Talks
to Rotarians.

PLAYERS' FLIGHT.

Mr. E. D. Andrews, the British tennis star, entertained Rotarians with some interesting reminiscences at the weekly tiffin yesterday, prior to the principal speaker, Lieut. Commander Dymott, addressing the gathering on the subject of meteorology.

Mr. Andrews described his experiences on his first international tennis tour in Australia five years ago, where he played at the White City Club, Rushcutters Bay, which provides from 70 to 80 grass courts. In Germany, Mr. Andrews played in the covered courts championships, and on a second tour of the Continent received word early one morning that the Cambridge side, for which he was playing, were wanted to play in a charity match at two o'clock the same afternoon. The team flew back to London in a triple-engine Fokker, and were back by one o'clock in the afternoon, and on the courts at the stipulated time!

Mr. Andrews also described his experiences in Le Touquet and Berlin, and, speaking of tennis players, gave it as his opinion that the American lady, Miss Ryan, is by far the best mixed doubles player at the present day.

ENGLISH CRICKET RESULTS.

KENT'S BIG WIN.

Bold Declaration by
Gloucestershire.

FINE BOWLING.

London, Yesterday.

Of the six first-class matches which opened the 1931 Cricket Season, three were won outright and three were drawn. Four centuries and a number of good bowling figures were recorded during the opening three days.

Kent, Glamorganshire, and Gloucestershire opened the season well by capturing full points and Derbyshire secured a first innings lead over Gloucestershire in the County Championship.

A very noteworthy incident occurred at the Oval—Surrey scored 258 in the first innings and Gloucestershire declared when 83 runs in arrears with three wickets standing. Surrey's second effort was a debacle—they lost six wickets for 60 runs. Set 144 runs for victory, Gloucestershire won by three wickets in a thrilling finish. A very good example of excellent leadership.

Another curious result in the opening of the season was that there was no play on the last day at Lord's, owing to rain, and Surrey and Gloucestershire were fighting for points at the Oval, a ground not far distant from the headquarters of cricket.

In the County Championship two centuries were registered:—O'Connor (Essex) 100, and Hardinge (Kent) 128, and three good bowling performances were recorded:—Freeman (Kent) 15 wickets for 142 runs, Mercer (Glamorgan) 12 for 80, and Parker (Gloucester) 11 for 153.

Below are appended the results of the six first-class matches as cabled by Reuter:—

KENT BEAT ESSEX BY AN
INNINGS AND 47 RUNS
AT GRAVESEND.

Scores:—
Essex: 224 (O'Connor 100, Freeman 8 for 109);
Kent: 126 (Freeman 7 for 33).
Kent: 307 (Hardinge 128).

GLAMORGAN BEAT WARWICK-
SHIRE BY 161 RUNS AT
EDGBASTON.

Scores:—
Glamorgan: 185 (Paine 5 for 64);
Warwick: 205 (Paine 4 for 47);
Warwick: 120 (Mercer 4 for 38);
Glamorgan: 109 (Mercer 8 for 42).

GLoucestershire BEAT
Surrey BY THREE WICKETS
AT THE OVAL.

Scores:—
Surrey: 258 (Parker 7 for 128);
60—5 dec. (Parker 4 for 25);
Friendlies.
Gloucester: 175—7 dec.
145—7.

DERBYSHIRE TOOK FIRST
INNINGS POINTS FROM
LEICESTER AT DERBY.

Scores:—
Leicester: 216 and 207—5 dec.
Derby: 224.

Friendlies.

At Trent Bridge, Sussex with nine wickets in hand were 241 runs behind the Nottingham total.

Scores:—
Notts: 267 (Larwood 102*, Wensley 5 for 97);
353—7 dec. (Hardstaff 104*);
Sussex: 308 and 71—1.

At Lord's, the M.C.C. were 50 runs behind Yorkshire's first innings total with all their wickets in hand. There was no play on the last day owing to rain.

Scores:—
M.C.C.: 112 (Verity 5 for 42);
65—0;
Yorkshire: 227—8 dec.

Our Sports Diary.

LOCAL.

LAWN TENNIS—To-day—Exhibition Matches at H.K.C.C.
FOOTBALL—To-day—South China A.A. v. The Rest and Distribution of Trophies.

HOCKEY—Friday—Hong Kong Ladies' Hockey Club (Champions) v. The Rest of the League.

ATHLETICS—Saturday—Sacred Heart College at K.F.C.
LAWN BOWLS—Saturday—Entries close for Open Singles Championship; First Division: Civil Service v. Police, K.B.G.C. v. Kowloon Dock, K.B.G.C. v. Craigengower, Recreation v. Tai Koo; Second Division—Craigengower v. K.B.G.C., Yacht Club v. Civil Service, Tai Koo v. Recreation, H.K. Electric v. K.C.C.

HOME.

GOLF—To-day—Gold Illustrated Gold Yase.
Saturday—St. George's Cup at Sandwich.

RACING—To-day—Chester Cup.
Saturday—Great Jubilee Handicap.

LADIES SUFFER A REVERSE.

Eight of "Rest" Team
Lose to Y.M.C.A.

RECTIFIABLE FAULTS.

At King's Park yesterday eight of "The Rest" team which is to play the Hong Kong Ladies' Hockey Club (the champions of the Caer Clark Cup League) on Friday, were seen in action. The three Recreation representatives unfortunately were unable to complete the team yesterday.

Playing against the Y.M.C.A. second eleven the ladies lost by three goals to nil, with Miss S. Dalziel and two players from the "Y." side making up the full eleven.

If victory for the Rest is to be expected on Friday the players must first draw their opponents before passing. In yesterday's game the forwards were continually passing before an opposing player was within tackling distance of them. Another fault which must be rectified is that of not following up an elusive attacker. Once a forward broke away all that was then required was to watch for a tackle from the front—there was no danger of a tackle from the rear.

Fine Goalkeeper.

Miss R. Rose in goal gave another very good display and has the makings of a good player in that position. Miss A. Fowler again showed tendencies to try first-time hitting instead of stopping the ball first and then effecting her clearance. Miss P. Woolley was very safe in defence though on the slow side. If only she could stop the ball and hit it in the same movement she would be a very reliable defender. At the moment, however, she takes too long stopping the ball before hitting it.

Mrs. D. Pinguet gave an improved display in attack, but her defensive work was not as quick as it might have been. Miss E. Booth was not as much in the limelight as is usual, and it looked as if she was out of place at right half-back. Of the forwards Miss M. George was the most active, though her shooting powers were not as good as usual. Providing her inside forwards draw their opponents and then slip the ball down the centre she should be able to round off their movements to advantage.

SUMMER CUP AT KOWLOON.

Draw for Qualifying
Round.

The following is the draw for the qualifying round of the Summer Cup, to be played over the Kowloon course on Sunday, May 10. Play will be on handicap over 18 holes, the 16 best net scores returned qualifying for match play.

9.00 a.m. W. S. Hiller v. R. W. Sapsford.
9.05 " W. Hampton v. H. Mundy.
9.10 " W. Hyde v. G. Reid.
9.15 " J. McKelvie v. T. J. Price.
9.20 " D. C. Wilson v. H. T. Buxton.
9.25 " J. M. Purves v. F. Bishop.
9.30 " A. A. Dand v. H. S. Dinale.
9.35 " J. J. Cameron v. A. G. Sinton.
9.40 " W. M. Groves v. G. H. Russell.
9.45 " J. Gellately v. W. Taylor.
9.50 " W. G. Trice v. J. Pooler.
9.55 " E. G. Sewell v. J. O. McLagan.
10.00 " A. Tate v. J. G. Meyer.
10.05 " G. Henderson v. J. D. Thompson.
10.10 " E. O. Murphy v. A. Laughton.
10.15 " W. Stoker v. W. M. Smith.
10.20 " A. T. Bralley v. J. E. H. Cogan.
10.25 " E. R. Price v. P. D. J. Planner.

FOOTBALL.

South China A.A. (Champions of Division I) will play their postponed match against The Rest on the Club ground this afternoon. At the conclusion of the match the League trophies and medals will be presented.

The following are the probable teams:—

The Rest:—C. Rodgers, Strange, Blackburn, Hedley, Hay, Lam Yuk-ying, B. Cosano, Lowdon, A. V. Cosano, Grimwood, and Ineson.

South China:—Fau, Ka-ping, Li Tin-sang, Tam, Kong-pak, Leung Yin-cha, Leung Wing-chui, Tong Kwan, Cheng, Siu-hong, Chu Kwok-luen, Fung King-cheung, Lee Wah-long, and Ip Pak-wa.



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ARE GOLF METHODS STAGNANT?

Wooden Putter That Was Ultra Vires.

SLAVES TO CONVENTION.

A British writer complains that "golf methods are stagnant." He quotes a saying that golfers are the most unenterprising people in the world of sport. They go on playing the same old shots in the same old way, and no one ever thinks out new methods.

Cricket, billiards, football, etc., are being more or less constantly changed in some ways—but golf remains just what it was a hundred years ago. Balls and some rules are varied from time to time, but there is no one bold enough to promulgate a new idea in the actual matter of playing the game.

It should not be lost sight of that new ideas in golf are akin to new ideas in the public service—and everyone knows how unpopular they are likely to be there, writes "Brigalow" in the Sydney Referee. In the public service the person with a new idea for doing things is sternly regarded as a dangerous iconoclast to be suppressed without compunction. Golf is like the established church—it frowns on heterodoxy. If a player is not quite orthodox, he is considered to be not quite respectable.

No New Shots.

Why does not some one invent a new shot? Well, it simply isn't done. Lots of players might think about new shots, or new methods of play, but only a man with the moral courage and iron will of a Mussolini would dare to introduce them on a properly constituted golf course.

If Bobby Jones were to introduce a few fancy, unorthodox shots, it would, no doubt, be quite in order, since the King can do no wrong. If the Atlanta wizard were to start playing left-handed with right-handed clubs he would soon have a vast army of imitators. But that is because such a star may be a law unto himself. If the ordinary golfer tried freak shots, or shots that were new to the game, he would be regarded as a fruitful subject for ribald ridicule—and very few have the moral courage to attempt to stand up to ridicule.

Wooden Putter.

The writer remembers a golf worthy citizen turning up at a gathering once with a wooden putter that looked like a croquet mallet. He played the instrument much the same as a mallet is played on the croquet lawn. When he pulled it out at the first green, the Colonel looked askance at the Major, and the Major's face suddenly developed a muscular condition which suggested mortal agony of spirit. But the worthy citizen was concentrating on his game, and did not notice anything wrong. He sank his putt from ten feet. The Colonel had up to this stage found it difficult to conceal a grin—especially when he saw how the Major was being affected. At the next hole, however, the Colonel began to look grave. From 12 feet the wooden putter again put the ball into the tin. The thing had ceased to be a joke, and was rapidly developing all the characteristics of a scandal. The game would soon go to the demitition bow-wows if that sort of putting were to be allowed. The upshot of it was that the extremely useful wooden putter was summarily outlawed. The high court of golf appeal ruled (with Mr. Justice O'Flanagan dissenting, as was his habit) that the new putter was ultra vires or something equally lawless and disreputable and so it vanished from the scene.

Not Easy.

When a game has been played according to more or less clearly defined and inflexible principles for 400 or 500 years it is not an easy matter to introduce anything new, even if the powers that be are favourable to change. We may take it that practically every shot that is possible in golf has been tried at some time or other, either in private or semi-public.

The only innovations which seem to be creeping into the game concern the spectators rather than the

players and one does not need to be a hidebound conservative to regard these with displeasure. One account of the semi-finals of the American amateur golf contest stated that Bobby Jones had "8,000 spectators alternately gasping and yelling." In our own country things have not got to this stage—yet. In the big matches in Britain now large crowds rush from one point of view to another, regardless of how they interfere with the play or the players. If we follow America in this matter the day may not be far distant when an important golf match will be as lively, as noisy, and as objectionable as a Raftery rules football match. Partisanship, and what the Americans call "rooting," is out of place on a golf course and if things go on developing in this way only competitors with the temperament of a blase working bullock will be able to concentrate on the game sufficiently to have a chance of doing their best.

Slaves to Convention.

Of course in golf we are all slaves to convention but this is not necessarily to be deplored if convention will enable us to resist undesirable innovations. Change, we are assured, is one of the laws of progress. But there are some changes which are likely to do ill-service to any sporting game. Men who love the game of cricket never display violent partisanship, which would be just as intolerable on a golf course as on an important cricket ground.

As to introducing new methods of play in competitions, what would be the result if a master-trick shot artist, such as Joe Kirkwood, were to engage in an open championship and try some of the "stunts" which he usually reserves for the entertainment of the crowd? Supposing, during the course of a match, he were to give one of his side-splitting imitations of the idiosyncrasies of other well-known players? This would doubtless enliven the game and make it more entertaining for the spectators, but it would scarcely be in line with the traditions which have made golf what it is.

Not Understood.

When Kirkwood was giving an exhibition of trick shots, and displaying such uncanny mastery of the balls, a spectator commented that "what he could not understand was why Kirkwood was ever beaten in a match when he had such a control and could do such amazing things with his clubs."

Not a few other people have had similar thoughts. It has puzzled them to understand why Kirkwood should ever be defeated in big matches when he has such control of all his shots. Naturally Kirkwood could not introduce "trick-play" into straight-ahead golf competitions. If he did (and the golfing authorities permitted it) the game would soon degenerate into a farce. Even if the authorities did sanction trick-shots the probability is that neither Kirkwood nor anyone else would employ them in a big contest on the links. It would be a violation of the eternal conventions and would be subversive of the spirit if not the letter of the hard and fast rules which have been evolved out of generations of experience to maintain the standard of the game.

Individuality Represented.

It is idle to expect originality, or inventiveness, in golf under existing conditions. The whole tendency of the game, as it is taught, is to repress individuality, which is the lifeblood of originality. The whole tendency of modern teaching and convention is to make each player a mere replica of every other player. The school is a machine-school. If sedulously teaches and preaches orthodoxy. If a man dares to get outside of the conventions, by playing in the manner that comes most natural to him, he is looked at askance as a subject for ridicule. Even if a man is original in the use of such a small thing as a tee, he is regarded as something of a freak. When Leo Diegel used a 3-inch tee in Britain, spectators were more attracted by the oddity than by his magnificent play. Yet Diegel was a mild individualist compared with one British player of whom we have heard. He is credited with having used a tee 9 inches long. In winter, when the ground was frozen hard, and his wooden tee could not be stuck

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	11 1/2
Bank, on demand	11 1/2
Bank, 4 months' sight	11 13/16
Credits, 4 months' sight	1/7 1/16
Documentary, 4 months' sight	1/9 1/16
On demand	50 7/16
Credits, 4 months' sight	64 7/16
On Berlin—	
On demand	Nom.
On New York—	
On demand	23 13/16
Credits, 60 days' sight	24 15/16
On Bombay—	
Wire	65 1/2
On demand	65 1/2
On Calcutta—	
Wire	65 1/2
On demand	65 1/2
On Singapore—	
On demand	42 1/2
On Manila—	
On demand	47 1/2
On Shanghai—	
On demand	77 1/2
Dollar	4 1/2 dis.
On Yokohama—	
On demand	48 1/2
Buying rate	1/3 3/16
Silver (per oz.)	13 3/16
Bar Silver in Hong Kong	Nom.
Copper Cash	Nom.
Copper Cents	3 1/2 prem.
Rate of Native Interest	3 1/2 p.a.
Chinese Sub. Coin	23 1/4 dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

Rugby, Yesterday.	
Paris	124.58 1/2
New York	4.86 5/32
Brussels	35.96
Geneva	25.24
Amsterdam	12.1
Milan	92.88 1/2
Berlin	20.42
Stockholm	18.14 1/2
Copenhagen	18.16 1/2
Oslo	18.16 1/2
Vienna	34.56 1/2
Prague	164
Helsingfors	193 1/2
Madrid	46.85
Athens	375
Bucharest	217
Rio	3 3/4
Buenos Aires	35 7/16
Montevideo	31 1/2
Bombay	1/5 27/32
Shanghai	1/3 1/4
Yokohama	2/7 13/32
Hong Kong	11 1/2
Silver Spot & Forward	13 3/16

—British Wireless Service.

through the ice, he substituted a beer-bottle, and played his ball from the top of that. No doubt the light-minded golfer soon gave up that curious means of self-expression on the links. Such a bizarre demonstration of originality was bound to excite derision.

If things go on as they are for long enough, we may in a later generation, have robot golfers to beat any Bobby Jones of that day. All over the world golfers are being turned out in the same mould, like golf-balls, and now the mechanical effect is being intensified by the universal introduction of graded clubs, which may be relied upon to vary length, pitch, etc., without taxing or testing the judgment of the player.

YACHTING.

FOURTH MID-WEEK RACE RESULT.

The fourth mid-week yacht race sailed yesterday was over the following course:—Quarry Bay Mark Boat (P), Channel Rocks (P), a distance of four miles.

The event started at 5.55 p.m. There were no competitors in the "H" Class, but the following were the results of the contest for the "T", "Y" and "G" classes.

Yacht	Sailed by	P'tion
Why Wonder? (Mrs. Adams)	2	
Bluejacket (Mrs. Pickering)	1	
Boojum (Major P. S. Stewart)	3	
Speedwell (Pay Lt. Petre)	4	
Jessamine (J. C. Richardson)	5	

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 6th May, 1931.

STOCK	Buy	Sell	Open	Close	Last dividend and when paid
Banks.					
Hong Kong Bank	202 1/2	203	202 1/2	203	Div. 1.25 p.a. Mar. 31
Chartered Bank	14	14 1/4	14	14 1/4	Div. 1.25 p.a. Mar. 31
Mercantile Bk., A.B. & C.	19 1/2	19 3/4	19 1/2	19 3/4	Div. 1.25 p.a. Apr. 31
Bank of Asia	190	191	190	191	Div. 1.25 p.a. Feb. 28, 31
Insurance.					
Canton Ins.	1400	1400	1400	1400	Div. 1.25 p.a. Mar. 31
Union Ins.	640	640	640	640	Div. 1.25 p.a. Mar. 31
China Underwriters	130	130	130	130	Div. 1.25 p.a. Mar. 31
China Fire Ins.	525	525	525	525	Div. 1.25 p.a. Mar. 31
H. K. Fire Ins.	1300	1300	1300	1300	Div. 1.25 p.a. Mar. 31
Shipping.					
Douglases	83 1/2	84	83 1/2	84	Div. 1.25 p.a. Mar. 31
H. K. Steamships	27 1/2	28	27 1/2	28	Div. 1.25 p.a. Mar. 31
Indo-China (Pref.)	40	40	40	40	Div. 1.25 p.a. Mar. 31
Shell Transports	53 1/2	54	53 1/2	54	Div. 1.25 p.a. Mar. 31
Union Waterboats	48	48	48	48	Div. 1.25 p.a. Mar. 31
Mining.					
Reynolds	13	13	13	13	Div. 1.25 p.a. Mar. 31
Kailash Mining Ad.	27 1/2	28	27 1/2	28	Div. 1.25 p.a. Mar. 31
Langkat	84	84	84	84	Div. 1.25 p.a. Mar. 31
Shai Exploration	10	10	10	10	Div. 1.25 p.a. Mar. 31
Loans	89 1/2	90	89 1/2	90	Div. 1.25 p.a. Mar. 31
Venezuela Gold Fields	3 1/2	3 1/2	3 1/2	3 1/2	Div. 1.25 p.a. Mar. 31
Docks, Wharves, Godowns, &c.					
H. K. & W. Docks	33	33	33	33	Div. 1.25 p.a. Mar. 31
South Ch. Motors	10	10	10	10	Div. 1.25 p.a. Mar. 31
China Provident (old)	51	51	51	51	Div. 1.25 p.a. Mar. 31
Hongkong	280	280	280	280	Div. 1.25 p.a. Mar. 31
N. Engineering	113 1/2	114	113 1/2	114	Div. 1.25 p.a. Mar. 31
Shanghai Docks	113 1/2	114	113 1/2	114	Div. 1.25 p.a. Mar. 31
Lands, Hotels & Buildings.					
H. K. & S. Hotels	15.00	15.00	15.00	15.00	Div. 1.25 p.a. Mar. 31
Brussels	31 1/2	32	31 1/2	32	Div. 1.25 p.a. Mar. 31
H.K. Lands	101	101	101	101	Div. 1.25 p.a. Mar. 31
Shanghai Lands	17	17	17	17	Div. 1.25 p.a. Mar. 31
Hampshire (old)	16 1/2	17	16 1/2	17	Div. 1.25 p.a. Mar. 31
H. K. Realities	11.00	11.00	11.00	11.00	Div. 1.25 p.a. Mar. 31
Chinese Estates	10	10	10	10	Div. 1.25 p.a. Mar. 31
Cotton Mills.					
Ewo Cotton	18 1/2	19	18 1/2	19	Div. 1.25 p.a. Mar. 31
Shanghai Cotton	101	101	101	101	Div. 1.25 p.a. Mar. 31
Zuoying Sings	11 1/2	12	11 1/2	12	Div. 1.25 p.a. Mar. 31
Public Utilities.					
H. K. Tramways	13.10	13.10	13.10	13.10	Div. 1.25 p.a. Mar. 31
Peak Tram (old)	14	14	14	14	Div. 1.25 p.a. Mar. 31
Sar Feries	104	104	104	104	Div. 1.25 p.a. Mar. 31
China Light	26 1/2	27	26 1/2	27	Div. 1.25 p.a. Mar. 31
H. K. Electric	80	81	80	81	Div. 1.25 p.a. Mar. 31
Macao	12	12	12	12	Div. 1.25 p.a. Mar. 31
Sandwich Lights	54	54	54	54	Div. 1.25 p.a. Mar. 31
H.K. Tel. fully paid	49 1/2	50	49 1/2	50	Div. 1.25 p.a. Mar. 31
China Buses	18.00	18.00	18.00	18.00	Div. 1.25 p.a. Mar. 31
S'port Traction (Ord.)	10 1/2	11	10 1/2	11	Div. 1.25 p.a. Mar. 31
Industrial.					
China Sugars	80 1/2	81	80 1/2	81	Div. 1.25 p.a. Mar. 31
Malayan Sugars	14	14	14	14	Div. 1.25 p.a. Mar. 31
Cold's Mag. Ord.	10 1/2	11	10 1/2	11	Div. 1.25 p.a. Mar. 31
Canton Ice	3.00	3.00	3.00	3.00	Div. 1.25 p.a. Mar. 31
Cement (com.)	18.00	18.00	18.00	18.00	Div. 1.25 p.a. Mar. 31
H. K. Ropes	20 1/2	21	20 1/2	21	Div. 1.25 p.a. Mar. 31
Stores, &c.					
Dairy Farms	27 1/2	28	27 1/2	28	Div. 1.25 p.a. Mar. 31
Watsons	14	14	14	14	Div. 1.25 p.a. Mar. 31
Der A Wings	10 1/2	11	10 1/2	11	Div. 1.25 p.a. Mar. 31
Lane Crawford	18	18	18	18	Div. 1.25 p.a. Mar. 31
Macintyre	14 1/2	15	14 1/2	15	Div. 1.25 p.a. Mar. 31
Sincere	4	4	4	4	Div. 1.25 p.a. Mar. 31
Wm. Powell	10 1/2	11	10 1/2	11	Div. 1.25 p.a. Mar. 31
Miscellaneous.					
H.K. Amusement (old)	24	24	24	24	Div. 1.25 p.a. Mar. 31
Ch. Entertainment	10.00	10.00	10.00	10.00	Div. 1.25 p.a. Mar. 31
H. K. Constructions	1.00	1.00	1.00	1.00	Div. 1.25 p.a. Mar. 31
Ind. G.S. Bonds	70 1/2	71	70 1/2	71	Div. 1.25 p.a. Mar. 31
H. K. Govt. Loans	8 1/2	8 1/2	8 1/2	8 1/2	Div. 1.25 p.a. Mar. 31

*Speculative shares. *Sales to Shanghai.

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SWATOW DRAWNWORK

The last of a series of 12 fortnightly expositions of various phases of the Indian problem arranged by the Royal Empire Society, in collaboration with the Society for the Overseas Settlement of British Women, was given recently by Sir Patrick Fagan, who surveyed the history and work of the Indian Civil Service. Lord Lee of Fareham was in the chair.

Sir Patrick Fagan said that at the present time it was difficult in fact impossible, to frame any forecast of the future. The Round-Table Conference had left with us the vaguest outline of drastic, not to say revolutionary constitutional changes which went far beyond anything contemplated so recently as a year ago and in which administrative considerations appeared to have played little or no part.

If in future the whole administration was to be carried on by Ministers under full responsibility to so-called popular legislative bodies, both at the Centre and in the Provinces, subject to certain more or less transient safeguards, then it was quite impossible to see any place for an Indian Civil Service of any such type as had existed up to the present.

An inevitable corollary of such a system was as apparently suggested would seem to be administration by completely provincialised staffs under the orders of popular local Governments, and entirely or almost entirely Indianised, with perhaps a modicum of European agency in advisory and technical posts and the like. Not only would there be little place for the young Briton, but the prospect of such a career would scarcely attract the best products of our universities.

Further, there was grave doubt whether such a far-reaching administrative change imposed from without on the vast rural masses of British India would commend itself to them; whether indeed they would not keenly resent it. The work of the Indian Civil Service had not been unworthy of the great nation whose agent it had been in the past. Government of India. If so, let them hope that some traces of its achievements might survive the troubled times ahead.

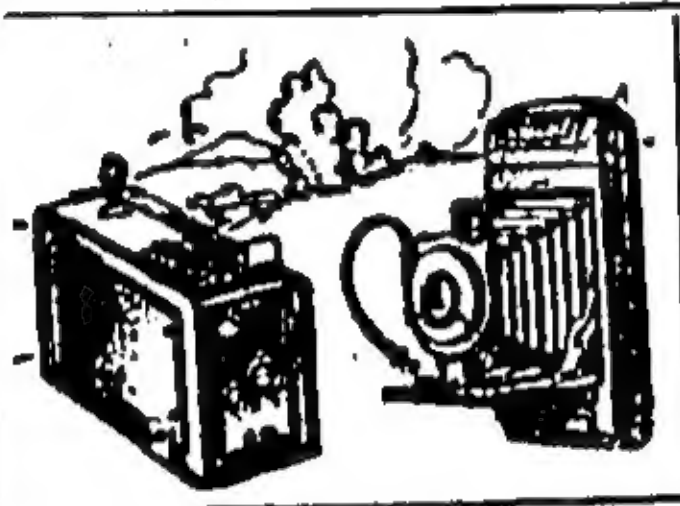
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Recruiting Players from
the Ranks.

MADE BY "BOOMS."

There is a lot of jabber from time to time about "The public makes the stars," but recent events make one wonder if it is not clever exploitation that does it, writes Rosalind Shaffer.

Reflection on the case of Marlene Dietrich: one picture made her great. It was the same thing with Greta Garbo. "Somebody had faith that these girls were great bets, and the advertising boom was on. They went over big at once. Of course, if they had had nothing to offer they could not have succeeded, but there are a lot with just as much who do not get the exploitation.

Studios seem to believe that exploitation can perform this miracle at regular intervals. At the R. K. O. lot they are signing up a lot of you 'r folks. One of these, Ruth Weston, is a New York girl, her father part owner of a New York newspaper. Her only background is a dramatic school in New York and a Paris dramatic school, with parts in amateur night theatricals at the Comedie Francaise.

They have faith in her at R-K-O, and believe she will make great starring material shortly. She was originally signed for French versions of R-K-O pictures, but has been assigned the role of the comedienne in "Madame Julie."

Path of Fame.

Carl Laemmle, jun., believes that unknowns can be successfully exploited to fame. After his success with Lew Ayres and Russell Gleason and the other boys in "All Quiet," he has had his faith confirmed. They have all gone over well. He has now signed another unknown, Walter George, a Los Angeles boy entirely new to pictures. He will shortly be assigned an important role, solely on the strength of his screen tests.

The craze for new and untried talent is on. It is also a craze for players who cannot demand big salaries because of inexperience. They can be tied to five-year contracts with small salaries, and if they succeed the profits are big. If they fail, the studio can let them go after the first six months option is up.

Espionage for Women. Several months ago it was reported simultaneously through the

TEMPERAMENT.

FAIRY TALE THAT FINDS READY EARS.

[By Dave Keene.]

Is she temperamental? It is one of the questions visitors to Hollywood ask most frequently of their authoritative friends who, by reason of residence in the city are supposed to know everything that goes on behind the studio walls.

People like to believe that all diplomats have the grand manner; that newspapermen know the "real inside" of every story; that restaurant hash is not all it should be and that their favourites of the stage and screen are capable, in times of stress and strain, of perfectly astounding tantrums.

The matter of temperament (what an indefinite, elastic word that is!) is one of the public's pet illusions towards its theatre. I've seen Clara Bow in tears, to be sure, but she cried because she was tired and had just cut her finger on a piece of jagged glass, which delayed things. I've heard William Powell, in an exasperated moment, deliver himself of a well chosen word or two. But it was because the film broke in a camera during a big scene.

I used to work for a city editor who possessed far more "temperament" than I've ever seen exhibited in Hollywood. He used to throw things when he got mad, and it took very little to set him off.

But as long as there is a Hollywood fairy tale of temperament will find ready ears, along with the stories of starving extras, and little girls who come out from Grundy Centre and become big stars quicker than that. I like to believe those things myself.

offices of Paramount Publix and Metro-Goldwyn-Mayer that Marlene Dietrich and Greta Garbo were both going to play the role of Mata Hari, the dancer who was shot as a spy by the French. This evidently resulted in discussions between the two companies, with the result that Miss Dietrich went to work on an espionage story laid in Austria and Russia. This picture, known as "Dishonoured," was shown later in New York at the Rialto. As for Miss Garbo, she is to act in a pictorial version of Mata Hari's career as a spy and dancer as soon as she finishes her role in the film transcription of David Graham Phillips's novel, "Susan Lennox: Her Fall and Rise."

Miss Dietrich's current picture is for the most part an excellent example of direction with a clever performance by the star. But the story is a clumsy affair and the dialogue is emphatically amateurish. It was written by Josef von Sternberg, who directed the production. He is somewhat out of his element as a writer and like most motion picture directors who turn their own literary aspirations into film form he gives more attention to the cinematic quality of his incidents than to the reflection or portrayal of ordinary human emotions.

"Dishonoured" is often interesting, but it is seldom credible. It has some extraordinarily good ideas, but though they are often directed with imagination they are set forth too hurriedly to be convincing or more than moderately effective.

German-American Merger.

A chain of 200 theatres in America for the exclusive showing of German language talkers is the scheme proposed by Milton Diamond, and anything that Mr. Diamond proposes is to be taken seriously. This unobtrusive American is one of the most important figures in the international film world, not any the less powerful because he keeps himself consistently in the background. He came to Germany several years ago and organized the big German talker trust, which combined the patents of Tobis-Klangfilm and Kuehnemeyer and then fought their battles with the American sound patent holders. The agreement between Western Electric and the Germans, which made it possible for American films to be shown in Germany and vice versa, is largely his work. Now he is one of the directors of the German sound trust and, applying American business methods to its organization.

He has just announced that he has already organized a chain of approximately thirty theatres, which will play films with German dialogue. The number of these houses is shortly to be extended to between 100 and 250. This will give German producers a very satisfactory turnover from America alone.

A LOWER TONE PREFERRED.

Cinema Stars Framing
Their Voices.

Film players have their ups and downs. First it was face lifting. Now it is voice lowering. The lower voices in the talkies, directors say, is the more natural and pleasing. Thin sopranos are being transformed into contraltos, and falsettos, where possible, into basses.

John Gilbert, a leading star of the silent films, lost favour in his first talkies. His voice was too high, said the studio analysis. By study and hard work he has developed a resonant baritone which soon will be heard in a new picture.

"I'll never forget the shock of hearing myself the first time on the screen," Charles Farrell said recently. "I had a hard time changing the pitch. I try to keep it low now all the time." Charles "Buddy" Rogers is studying the

deeper tones. An exception among the silent film players was Noah Beery. The talkies revealed his deep baritone, a voice pitched one note lower than that of Chaplin.

Now a Contralto.

Dolores Costello returns to the screen with an emphasis on contralto qualities rather than soprano. Greta Garbo, whose voice naturally is low, is seeking to remove a trade of huskiness. Mary Astor yielded to escape from the sentimentally sweet roles given her in the silents. The talkies, revealing a rather husky voice, made the change possible.

"My teacher made me work to relax the muscles of my throat," said Estelle Taylor, "to let the voice come out as if it belonged to me."

MRS. BEERY.

Mother of Two Film Actors
Dies.

Hollywood, April 9.

Mrs. Margaret Beery, mother of the film actors, Wallace and Noah Beery, died here to-day of pneumonia. She was 74 years old. She changed the pitch of her voice while racing in his own aeroplane from Indianapolis to Hollywood.

DEATH SENTENCES IN RUSSIA.

A Woman And Five Men
Condemned.

Riga, April 21.
One woman and five men were sentenced to death by the Soviet court at Yefremov at the conclusion of a spectacular five days' trial.

Thirteen men and three women were charged with counter-revolutionary activities in attempting to influence peasants against entering collective farms.

In addition to those sentenced to death, one woman and four men were sentenced to ten years forced labour and the remainder to periods of from three to five years.

YESTERDAY'S SOLUTION

REJOIN	SMOKE	CAMDEN
ALONE	SPARK	PARAD
NILE	SEAR	PARO
CAT	SEE	TEA
I	D	AND
DAVID	DIN	PAR
CEGAR	S	CADER
IN	RACCOON	FA
OVEN	COIN	TIBER
F	MAID	ENDOR
AM	ODD	VIM
LUG	ODD	VIM
TRAP	DECEM	TOR
ERIE	ARAL	TONIC
RENNES		FLORET

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

April 20, June, June,				April 20, June, June,			
1931. 1918. 1914.				1931. 1918. 1914.			
Cts. Cts. Cts.				Cts. Cts. Cts.			
Butcher Meat.				Poultry.			
Beef Sirloin	牛尾肥	lb.	24 12	Chicken	雞	lb.	60 30 31
" Prime Cut	牛尾	"	80 28 11	Capons, Small	雞	"	60 28 30
" Corned	咸肉	牛	" 23 12	Capons, Large	雞	"	64 28 30
" Roast	肉	牛	33 24 22	Duck	鴨	"	46 22 21
" Breast	肉	牛	30 20 18	Doves	鴿	each	40 22 21
" Soup	湯	牛	27 20 18	Eggs, Hen (cooking)	蛋	per doz.	33 18 —
" Steak	肉	牛	33 24 22	Eggs, Hen (fresh)	蛋	"	40 25 20
" Steak Sirloin	肉	牛	46 30 35	Fowls, Canton	本地雞	lb.	68 36 24
" Sausages	腸	牛	36 26 20	Fowls, Hainan	海南雞	"	58 35 24
Bullock's Brains	腦	牛	per set 17 10 12	Geese	鴨	"	45 24 24
" Tongue, fresh	舌	牛	each 75 50 60	Pigeons, Canton	白鴿	each	40 80 —
" Tongue, corned	舌	牛	" 60 —	" Holbow	白鴿	"	34 28 —
" Head	頭	牛	\$1.20 — \$1.20	Turkeys, Cook	火雞	lb.	75 —
" Heart	心	牛	lb. 24 14 14	Turkeys, Hen	火雞	"	60 61 45
" Hump, Salt	肩	牛	" 20 18	Snipe	沙鵲	each	28 —
" Feet	蹄	牛	each 12 10 12	Phasant	山鵲	pair	3.40 —
" Kidneys	腰	牛	" 15 10 12	Quail	鶉	each	40 —
" Tail	尾	牛	" 27 20 22	Partridges	鶉	"	1.40 —
" Liver	肝	牛	lb. 24 13 14				
" Tripe	肚	牛	" 8 6 7				
Calves' Head & Feet	頭及腳	牛	set \$1.50 \$1.00 \$1.00				
Mutton Chop	排	羊	lb. 44 26 —				
" Leg	腿	羊	" 44 26 —				
" Shoulder	肩	羊	" 40 24 —				
" Saddle	鞍	羊	" 44 —				
Pig's Chittlings	腸	豬	" 28 27 —				
" Brains	腦	豬	Per set 3 —				
" Feet	蹄	豬	lb. 16 15 —				
" Fry	蹄	豬	" 28 15 18				
" Head	頭	豬	" 18 20 —				
" Heart	心	豬	each 15 10 10				
" Kidneys	腰	豬	" 15 10 3				
" Liver	肝	豬	lb. 48 30 24				
Pork Chop	排	豬	" 36 25 23				
" Leg	腿	豬	" 36 —				
" Loin	腰	豬	" 40 60 70				
" Fat or Lard	油	豬	" 26 21 —				
Sheep's Head & Feet	頭及腳	羊	per set 90 60 70				
" Heart	心	羊	each 12 8 7				
" Kidneys	腰	羊	" 15 12 10				
" Liver	肝	羊	" 45 26 25				
Sucking Pigs, to order	乳豬	豬	lb. 25 25 22				
Suet, Beef	牛油	牛	" 30 20 18				
" Mutton	牛油	羊	" 36 26 26				
Veal	牛尾	牛	" 22 20 20				
" Sausages	牛尾	牛	" 28 —				
" No. 1	牛尾	牛	" 32 —				
Fish.				Fruits.			
Barbel	魚	lb.	46 16 24	Almonds	杏仁	lb.	85 35 —
Bream	魚	"	25 20 16	Apples (California)	金山蘋果	"	32 26 —
Canton Fresh Water Fish	魚	"	26 — —	Bananas (bride's)	金山香蕉	"	6 4 —
Carp	魚	"	26 13 16	Carambola	楊桃	"	— 14 —
Catfish	魚	"	32 16 27	Cocoanuts	椰子	each	13 10 10
Codfish	魚	"	28 12 9	Lemons, China	檸檬	lb.	12 25 30
Crabs	蟹	"	40 16 17	Lemons (American)	金山檸檬	each	13 8 —
Cuttle Fish	魚	"	24 23 26	Lichees, Dried	荔枝干	lb.	85 25 30
Dab	魚	"	28 16 27	Oranges (Canton)	新會橙	"	26 —
Dace	魚	"	38 23 16	Oranges	橙	"	36 — 15
Dog Fish	魚	"	20 10 —	Pears (Canton)	沙梨	"	24 —
Eel, Conger	魚	"	28 10 8	Peasants	花生	"	14 10 12
" Fresh Water	魚	"	35 10 8	Persimmons, Large	紅柿	"	— 12 —
" Yellow	魚	"	68 26 30	Plantain	大蕉	"	5 8 —
Frog	魚	"	70 32 25	Pumelo, Siam	暹羅柚	each	20 12 6
Garoupa	魚	"	20 40 30	Walnuts	胡桃	lb.	24 — 16
Gudgeon	魚	"	25 22 18	Grapes	菩提	"	80 —
Herrings	魚	"	30 13 23				
Hallbut	魚	"	32 18 15				
Labrus	魚	"	68 32 13				
Loach	魚	"	45 62 24				
Lobsters	魚	"	30 32 21				
Mackerel	魚	"	32 20 20				
Monk Fish	魚	"	30 18 2				
Mullet	魚	"	33 12 2				
Oysters	魚	"	22 14 9				
Perch	魚	"	22 30 15				
Pike	魚	"	38 36 29				
Plaice	魚	"	48 36 30				
Pomfret, White	魚	"	37 36 45				
Pomfret, Black	魚	"	70 10 14				
Prawns	魚	"	18 10 14				
Ray	魚	"	20 13 18				
Rock Fish	魚	"	50 22 10				
Roach	魚	"	45 36 30				
Salmon	魚	"	18 8 10				
Shark	魚	"	18 10 10				
Skate	魚	"	48 32 30				
Shrimps	魚	"	45 28 28				
Snapper	魚	"	38 22 23				
Sole	魚	"	30 24 35				
Tench	魚	"	23 12 12				
Turbot	魚	"	110 40 —				
Turtles, small, fr. water	魚	"	110 40 —				

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THAT FINE THING THE EMPIRE.

Lord Willingdon on His
Old Post and His New.

LIFE OVERSEAS.

Lord Willingdon, the new Viceroy of India, talked with an Evening News correspondent before leaving Britain.

He spoke of his old days in India, when he was Governor of Bombay, of his life in Canada, where he was Governor-General until recently, of the days that are to come in India, when he will be the King-Emperor's representative.

Even the dusty, gloomy, great halls of the India Office could not temper the brilliant bonhomie of Lord Willingdon.

The dust of ages on the dummy bookshelves lining the walls of the corridors along which I followed an official to the Viceroy's room smeared my sleeve as I stepped on one side to pass a tall, end-looking individual, writes the correspondent. Great potentes of the past looked down on me from out the gigantic frames of pictures of incredible size.

For a few minutes I waited outside the door of the Viceroy's room. The gloom of the high halls was beginning to tell. Then I was signalled to go in, and I found myself in a large room flooded with bright sunshine through vast windows.

A "Reglar Fella."

Lord Willingdon, tremendously tall, aquiline, with the jolliest pair of blue eyes I have ever seen, walked towards me, his large hand extended.

"Come in and sit down and ask all the questions you like, and when our time has run out I'll tell you," he said. His hearty voice and laugh dispelled all that was gloomy, all that had appeared so desperately official and heavy. In Canada they called him a "Reglar Fella." The description is eloquent.

There was no need for questions; we just talked.

"Well, I have just returned from Canada, where it can be genuinely cold, and I am now off to India, where it will definitely be hot." He opened a letter, glanced at it, threw it on his desk, and smiled up at me.

"You know, I don't think people at home here know quite enough about the fine places in the Empire like Canada. It is a grand place. Though Canada is so close to the United States, and though the United States has undoubtedly helped a great deal in the development of Canada, woe betide you if you call the Canadians anything which suggests that you think of them as one of a number of American peoples on that continent.

"They would go through the ceiling with annoyance.

So Virile.

"Canadians are the most spirited Imperialists in the Empire. They are a great people. We are not nearly conscious enough of our Empire.

"I don't think the people who catch the '8.33' every day quite know about Canada and its marvellous climate, its virile people. It is only the strong who will survive there, the weak have no chance. The development of Canada has been amazing, and that development has produced a people it is invigorating to live with.

"I have often witnessed on hearing or reading remarks made by some of our fellows who go out there, remarks, you know, that come close to putting a large foot in it. It is difficult when people are a bit unimaginative, and I'm afraid quite a lot of our fellows lack imagination."

Here Lord Willingdon smiled a wry smile.

Little Lessons.

"But mark you," he continued, "the political fights based on thoughts of the Empire which have taken place during the past few months have done a great deal towards making people realise what and where the Empire is.

"Well, as far as I am concerned, I have no fears of suffering from the contrast of India in the matter of temperatures."

He swung back on his chair and looked at me with that fine direct glance of his.

"I went to Canada from India, remember. Being thin, I naturally felt the cold out there, but for the same reason I did not suffer from the heat when I was in Bombay as Governor. You get used to it. I have had greater contrasts of climate during the two months that I have been back here."

"Is it not a bit trying to be continuously living in different parts of the world for irregular periods?" I asked the Viceroy.

He pondered a moment, and that inspiring smile of his flashed back to his keen eyes.

"Well, I have been away pretty regularly for sixteen years, you know," he replied.

"It has its disadvantages, but, oh! the interest that such a life brings to you far more than compensates for any discomfort."

He shrugged his broad shoulders and smiled boyishly.

A Problem.

"Besides, I don't quite know what I should do if I were not working away from home in different parts of the Empire.

"I could not enter politics, that is certain. In any case," his smile became a laugh, and he threw up his strong white hands in a gesture of mock sorrow, "my party has completely disappeared, so even if I would I could not become a politician." (Vacher's Parliamentary Companion describes Lord Willingdon as a Liberal.)

Here the smile vanished, for the first time since I had gone into that big room.

"Well, I do hope that these somewhat difficult times through which we are all going—even virile Canada feels them somewhat—will bring home to this country a clearer realisation of the magnificent people who make up our Empire. I have been fortunate enough to live among many of them. They are splendid." The boyish smile crept back.

MADEIRA "WAR."

DESTROYER SUNK IN A
COLLISION.

RELATED REVELATIONS.

Lisbon, Yesterday.

Only now that the "war" in Madeira is over is the truth about the casualties becoming known, and what a rigid censorship and the Government Press led the world to believe was a scatheless victory turns out to have cost Portugal an eleven-year-old destroyer, the Vouga, which was sunk in collision, while the auxiliary ship Nissa was damaged by rebel shell-fire.

The loss of the Vouga was actually officially denied. It transpires that while manoeuvring without lights on April 30 in readiness for shelling Machico, the Vouga came into collision with the steamer Pedro Gomes. The Vouga was badly holed, and the commander

EXTRALITY MANDATE PUBLISHED.

Regulations Deferred
Till Next Year.

MINISTER'S REGRET.

Nanking, Yesterday.

The following mandate was issued by the National Government to-day:

"The abolition of extraterritorial privileges of foreign nationals in China has been unanimously desired and persistently urged by the Chinese People. It was declared by the Mandate issued on the 28th day of the 12th month of the 18th year of the Republic that all foreign nationals in the territory of China shall abide by laws, ordinances, and regulations of the Central and Local Governments of China.

The petition now submitted by the Executive Yuan and the Judicial Yuan states that for the execution of the said Mandate a set of regulations of twelve articles governing the exercise of the jurisdiction over foreign nationals in China has been drawn up by competent departments, duly examined by the Legislative Yuan. These regulations are hereby promulgated, and it is decided and declared that they shall come into force on the First Day of the First Month of the Twenty-first Year of the Republic."

Dr. C. T. Wang, Minister of Foreign Affairs, in the course of his statement on the extrality position, to-day, declared that the National Government has been conducting relevant negotiations with the Governments of the six Powers concerned during the past sixteen months. While certain of these Governments have concluded satisfactory arrangements with the National Government, negotiations with other Powers including Great Britain and United States have not yet yielded such solution as is desired by the National Government.

The National Government appreciates the very warm sympathy already manifested by these Powers, especially Great Britain, in an endeavour to consummate China's legitimate aspirations. It is, however, to be sincerely regretted that they are unprepared at this juncture to meet completely the unanimous and ardent wishes of the Chinese Government and People.

These regulations are designed to remove effectively the cause of constant conflict and at the same time to promote the largest degree of relations between Chinese and Foreigners. It is therefore the earnest hope of the Chinese Government that its intentions in this regard will be construed in the proper spirit and endorsed by all right thinking people of the world.—Canton News Agency.

ordered her to be abandoned. It is claimed there was no loss of life.

The Pedro Gomes took the Vouga in tow, but the latter sank shortly afterwards.

It is also revealed that on the last day of the Madeira "war," three rebels were killed and 12 wounded, while three of the Government troops were slightly wounded.

No civilians were hurt. The Government's troubles have not ended with the suppression of the revolts in the Azores and Madeira.

It is learned that Portuguese Guinea is still in a state of ferment, and that a Government expedition to that place is now contemplated, although the rebels are reported to have fled on learning of the defeat of the Madeira insurgents.—Reuter.

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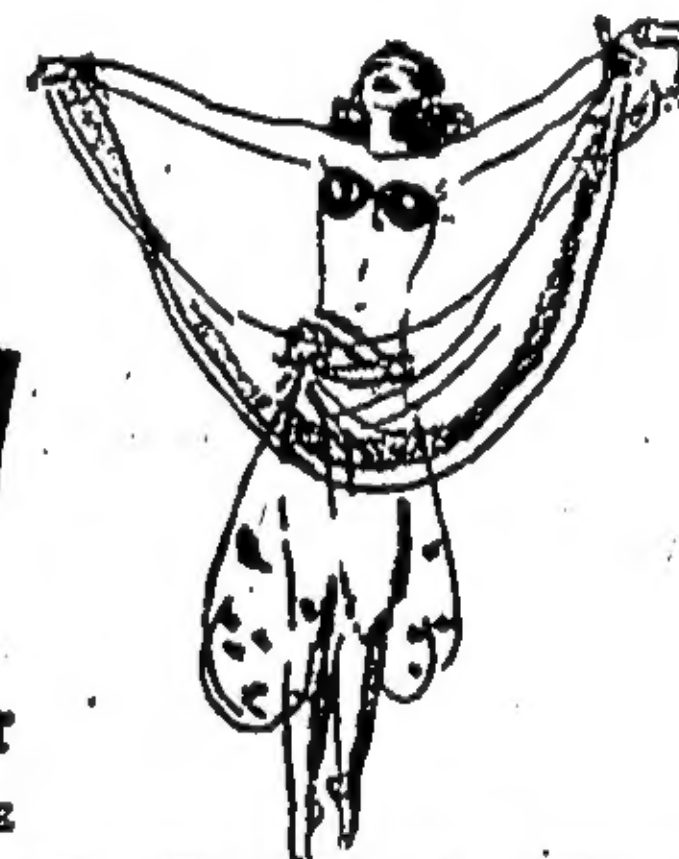
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